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ART I.—NORTH CAROLINA.

(Concluded.)

GEOGRAPHY, TOPOGRAPHY AND HYDROGRAPHY OF NORTH CAROLINA—SOIL, PRODUCTS, RESOURCES, STATISTICS, POPULATION, TRADE, INTERNAL IMPROVEMENTS, EDUCATION, RELIGION, GEOLOGY, &c.

[The present paper on North Carolina is made up from the best sources of information, and although some of it is not so late as to satisfy us of its entire correctness now, we yet believe the errors, if any, are unimportant. At all events, we shall be thankful to any citizen for correcting them. When Dr. Hawkes' History is published, we shall review the whole field again.

Our series of papers upon the states now includes MASSACHUSETTS, NEW-YORK, MARYLAND, VIRGINIA, NORTH CAROLINA, SOUTH CAROLINA, GEORGIA, TEXAS, LOUISIANA, MISSISSIPPI, FLORIDA, CALIFORNIA, KENTUCKY, OHIO, ILLINOIS, and INDIANA. We shall soon follow with ALABAMA in review of Col. Pickett's work; with TENNESSEE, which we shall visit this summer, and with ARKANSAS. For other papers on North-Carolina, the reader will consult our volumes, Vol. V., 381; VI., 285; IV., 256; VII., 544; X., 354.]—ED.

THE entire coast of North Carolina is bordered by low, narrow beaches of sand, which are broken through at intervals, forming a communication between the ocean and the lakes, or lagoons, situate between the sand-banks and the main land. South of Cape Lookout these breaks are numerous, and the lagoons narrower; north of that cape the converse is the fact. Beyond the banks lie extensive shoals, all which, taken together, render the coast of this state more dangerous to navigators than any other on the Atlantic. Within the lagoons, sand-bars are constantly forming, and as constantly changing their position. Furious gales, too, prevail; so that it is difficult even for a skilful pilot to conduct a vessel through the inlets, and over the lagoons, without the occurrence of some accident. Ocracoke Inlet is now the only navigable pass north of Cape Lookout: it is full of

shifting sand-bars, and, at low tide, even in the main channel, contains only six feet water. Roanoke Inlet, opposite the island of that name, is now obstructed; but measures for reopening it have been put into operation. To the northward, between the main land and the narrow beach, stretching down from Cape Henry, lies Currituck Sound, fifty miles long by from two to ten in breadth. West of this, running some distance inland, is the Sound of Albemarle, sixty miles in length from east to west, and from five to fifteen broad. Its waters are fresh, and not subject to rise and fall from the influence of the tides, though they are affected by particular winds. These two sounds communicate with the Sound of Pamlico, which lies south of Currituck, and is 86 miles long, by from 10 to 20 in breadth. Its depth in general is 20 feet, but shoals abound. It opens on the sea by means of Ocracoke Inlet, and is somewhat affected by the tides. Cape Hatteras forms the headland of the dangerous beach which separates Pamlico from the ocean—a beach so barren and desolate as to be inhabited only by fishermen and pilots.

For a distance of from 60 to 80 miles from the sea-coast the country is perfectly level, traversed by sluggish and muddy streams, and abounding in swamps and marshes. The soil is sandy and barren, except along the banks of the streams, where it is often fertile. The natural growth of this region is the pitch-pine, which attains a fuller development here than in the states further north, and yields vast quantities of tar, pitch, turpentine and lumber.\* The swamps, so numerous in this section, are estimated to occupy about 3,000,000 acres of the 30,720,000 contained in the state. Of this land a considerable quantity may be drained or reclaimed by embankments, by which means it would become fitted for the production not only of rice, but also Indian corn, (maize,) cotton and tobacco. The Great Dismal Swamp, partly in this state, and partly in Virginia, is 30 miles long and 10 broad, extending over a surface of 150,000 acres. It is covered in some places with a dense forest of cedars, pines and cypresses; in other places, it is occupied by tall grasses and reeds, almost impervious. In the centre is Lake Drummond, 20 miles in circuit. The soil is covered knee-deep with water: it is firm in some parts, but in most it consists of a soft yielding bog, into which a pole may be thrust for some distance. The swamp furnishes yearly a large supply of scantlings, which are borne out, on log causeways, to small receiving vessels that come up for their loads by means of canals. Similar in its character, and nearly as large, is Alligator, or Little Dismal Swamp, between the sounds of Albemarle and Pamlico; parts of which have been drained, and make valuable rice-fields and wheat lands. There are other swamps further south (Catfish, Green, etc.) usually overgrown, like those spoken of, with cedar and cypress, intermingled with the maple, the poplar, the white oak, and having an impenetrable undergrowth of reeds, vines, briers, &c.

As we advance into the interior of the country its aspect becomes more and more changed. "At a distance of 60 or 70 miles from the

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\* See July No. 1851.

coast," says Williamson, "the land begins to rise into small hills, stones appear on the surface, and the streams ripple in their course. As we advance a little further westward, we find all the variety of hills and dales that may consist with a fertile country fit for cultivation." For about 40 miles behind the flat country there extends, as far as the lower falls of the river, a belt of land, of a surface moderately uneven, with a sandy soil, of which pitch-pine is the prevailing natural production. West of the falls the surface is undulated; the streams flow more swiftly, and the land is more fertile, producing wheat, rye, barley, oats, flax, &c. Proceeding still further west, beyond the Yadkin and the Catawba, we reach an elevated region, forming part of the great table land of the United States, and lying from 1,000 to 1,200 feet above the level of the sea. Above it tower the peaks of the Blue Ridge, the chief of which have distinct local appellations. Black Mountain, according to late measurements, has an elevation of 6,426 feet, being higher than any summit in the United States east of the Rocky Mountains, and 242 feet higher than the highest peaks of the celebrated White Mountains in New-Hampshire. Roan Mountain has an elevation of 6,038 feet, its summit forming a broad level meadow, to which the horses of the vicinity are sent for pasturage. Grandfather Mountain is 5,556 feet high; Table Mountain attains the height of 3,420 feet. Mount Ararat, or the Pilot Mountain, in Surrey County, situated in a comparatively level region, exhibits a striking symmetry of structure. Its form is very nearly that of a cylinder. It is ascended by a path in some places nearly perpendicular; and the view from its summit is delightfully pleasing. Between these mountain ranges, in the western part of the state, the soil is productive.

North Carolina is well watered by considerable rivers; but these streams, in comparison with their size and number, afford few facilities for navigation. They are generally shallow near their mouths, or are broken by falls in the upper part of their course, or are choked up by bars, or are lost in shallow lagoons difficult of access. The principal river whose course lies wholly within the state, is the Cape Fear. It is, moreover, the only large stream which flows directly into the ocean. Its principal tributaries are the Haw and the Deep, which join at Haywood, in Chatham County. It falls over the primary ledge into the low country at Averagesboro. At Fayetteville, it can be navigated by large boats. Above Wilmington, it forms two branches, which re-unite below that town, flowing on in a broad sluggish stream, obstructed by sand-bars, and difficult to navigate. By the aid of jetties, which diminish the breadth of the river, and by the stopping up of some of the smaller outlets, a greater velocity has been given to the current of the main channel, and the depth of the main channel, as far as Wilmington, made to reach from 12 to 13 feet. Cape Fear has two entrances from the sea, separated by Smith's Island. The main entrance (the southwest) has from 10 to 14½ feet of water on the bar. The Chowan and the Roanoke flow into Albemarle Sound. The former is navigable to Murfreesboro; the latter, for 30 miles, by small craft, which ply on the sound. Both are navigable to a greater distance by

boats, the Roanoke as far as Weldon. The Tar and the Neuse empty into the Sound of Pamlico. On the Tar, vessels drawing eight feet may go as high as Washington; boats as high as Tarboro. The Neuse is navigable by large boats as far as Kingston. The ocean entrances of both these rivers are channels, in which there is only 10 feet water at high tide. The Waccamaw, the Lumber, the Yadkin and the Catawba, pass into South Carolina, where all but the first receive new appellations. From the west of the Blue Ridge flow New River, the Wataga, French Broad, Little Tennessee and Hiwassee, the waters of all which mingle at length with those of the Ohio.

Prof. Olmstead, in his report on the Geology of North Carolina, has given a full and reliable account of its minerals. The low country consists of deposits of sand and clay, similar and belonging to the same age (the tertiary) as those of Eastern Virginia and Maryland. These beds contain few minerals, but abound in deposits of shell, marl, fossiliferous limestone, copperas, and bog iron ore. A ledge of micaceous rocks, seen in the ravines and beds of rivers, forms the line which divides the low land from the upper country. A belt of mica slate, chlorite slate, gneiss and granite, lies west of this line. Among the minerals of this section are: hemalitic iron ores, (Nash and Johnston counties,) plumbago, (Wake,) and occasionally, soap-stone and serpentine. This strip is succeeded by a belt of sandstone, running south-westerly from Granville across the state. Free stones and grindstones are abundant in some parts of the formation, which also contains argillaceous iron ore, and some coal-measures, (Orange, Chatham.) Next to this is situate the great slate formation, about twenty miles in breadth, and running from north-east to south-west quite across the state. Within this district are found numerous beds of porphyry, soapstone, serpentine, greenstone, and hone or whetstone slate. The honestone is of a decidedly superior quality, being preferred by workmen to the best hones from Turkey. After the slate formation, there comes next another belt of primary rocks, reaching nearly to the Blue Ridge. This comprises the gold region of North Carolina. Iron ore is found also in Rockingham, Stokes, Surrey and Lincoln. It is for the most part the magnetic oxide, and has been extensively wrought. There were in this section of the state, in 1830, three furnaces and 30 forges in operation.

**PRODUCTIVE INDUSTRY AND RESOURCES.**—Though it seems from the face of the map that this state is well watered by numerous streams, yet these rivers are, for reasons above stated, of little use in a commercial point of view. The agriculturist finds a difficulty in transporting his produce, which seriously interferes with his prosperity. The greater part of the produce from the high grounds in the eastern part of the state, (and some from the northern and middle,) is sent into Virginia; that from the western part, into South Carolina and Tennessee. This, too, is often done by means of tedious and cumbersome conveyances. The exports of the state, at the period immediately preceding the revolution, were at least double what they are at present. In 1849, they amounted to \$270,076, against imports to



the value of \$113,146. The industry of North Carolina is almost wholly agricultural. There is not a state in the Union more fortunate in its variety of staple productions. All kinds of grain that grow in the North are successfully cultivated here. The striking diversity of climate and soil between the low lands of the east, the highlands of the west, and the moderately diversified interior, has its correspondence in a similar diversity of agricultural productions. The low lands yield cotton, rice and indigo. The rice is of the best quality. The cotton crop is not large, not exceeding 30,000 bales yearly. Grapes, plums, blackberries, etc., grow spontaneously in this region; and the leaves of the canes in the bottoms, continuing green all winter, afford grateful food to herds of cattle. Further west, in the interior and in the valleys of the highlands, the soil is well adapted to wheat, tobacco, hemp, Indian corn, and the grains and fruits which flourish at the northward. The mountainous districts afford excellent pasture for large herds of cattle and horses.

In the elevated parts of the state, the natural timber growth is oak, walnut, cherry, and lime. The white-oak trees found here are well suited for making staves, being taller, and more free from knots, than those which belong further north. Thick and extensive forests of juniper and cypress are found in the eastern portion of the state, constituting a supply of timber for making shingles, which is almost inexhaustible. The pine forests, which cover almost all the district, contribute greatly to the wealth and general prosperity of the state. They not only furnish quantities of lumber for exportation, but from them is obtained nearly all the resinous matter used in this country, particularly in ship-building, and also for other important purposes. These resinous products are turpentine, scrapings, spirits of turpentine, rosin, tar, and pitch. Turpentine is the mere sap of the pine-tree. It is obtained by making an incision in the bark, from which the turpentine flows, dropping into a box beneath. Incisions are made usually about the middle of March, and the dropping ceases about the end of October. The boxes are emptied five or six times a year. A barrel of turpentine is the produce of about forty trees. The same trees will yield about one-third that amount of scrapings, which is that part of the sap which becomes hard before reaching the box. Spirits of turpentine is made by distilling this sap; the residuum, after distillation, is rosin. About 600,000 barrels of turpentine are now made within the state, the greater part of which is distilled within its limits. Its production gives direct employment to four or five thousand laborers; and ten or fifteen thousand more, it is computed, are supported by the proceeds of its first sale. No other article, it is said, produced by the same number of laborers, contributes so much to the commerce and prosperity of the state. Tar is made from billets of pine, burned in pits, under a heavy covering of turf or earth. The billets are consumed slowly without flame; and the tar, as it exudes, is conveyed by a trench into a cavity made in the ground, as a reservoir. The tar of Carolina is of much inferior quality to that of the north of Europe, chiefly on account of the slovenly manner in which the former is usually prepared. The kiln

is most frequently built on light, sandy land, in which are cut both the trench and the reservoir. In consequence, the product of the burning always contains a large per centage of sand, a pint of which will condemn a gallon of tar. More stringent inspection laws have been enacted of late years, from the faithful execution of which, a great improvement in Carolina tar must result. Pitch is obtained from tar by boiling it down to dryness.

This state, both on account of its natural productions and its numerous water-courses, is admirably adapted to manufactures. Yet manufactories chiefly exist in the shape of household industry. During the last few years, however, several cotton and wool manufactories have been erected, which are now in active operation. Gold is an important product of North Carolina. The region where it is mainly found, has been already designated. This district is, for the most part, barren, and its inhabitants generally poor and ignorant. The principal mines are Anson's, Read's, and Parker's. The first named is situated in Anson County. Its yield was good; but, disputes arising as to the title of part of the land, operations have been much retarded. Read's mine is in Cabarrass; and was the first wrought. Masses of metal, weighing 400, 500, or 600 penny-weights, are occasionally dug up. One piece was found by a negro, weighing, in its crude state, twenty-eight pounds avoirdupois. Marvellous stories used to be told of this lump; as, that "it had been seen by gold-hunters at night, reflecting so brilliant a light when they drew near to it with torches, as to terrify them, and deter them from further examination." Parker's mine is situated on a small stream, four miles south of the Yadkin. The metal is found chiefly in flakes and grains. A mass, however, weighing four pounds and eleven ounces, has been discovered. In the mining districts, gold, contained in goose-quills, forms a currency. Its value is fixed by weight. The larger part of the produce of the mines is bought up by dealers, at from ninety to ninety-one cents a penny-weight. By these it is carried, for the most part, out of the state. They sell some to jewelers; some is deposited in banks; and a large quantity is received at the mint of the United States.

Statistics of the productive industry and resources of North Carolina cannot easily be procured. The latest we have at command are given in the official returns for 1840. From these we take the subjoined summary:—In 1840, the value of home-made or family manufactures was \$1,413,242; there were three woollen manufactories and one fulling mill, producing articles to the value of \$3,900, with a capital of \$9,800; twenty-five cotton manufactories, with 47,934 spindles, employing 1,219 persons, producing articles to the value of \$438,900, with a capital of \$995,300; there were eight furnaces, producing 968 tons of cast-iron, and forty-three forges, etc., producing 963 tons of bar-iron, employing 468 persons, and a capital of \$94,961; two smelting houses, employing 30 persons, and producing 10,000 lbs. of lead; ten smelting houses employing 389 persons, and producing gold to the value of \$255,618, with a capital of \$9,832; two paper-mills, producing articles to the value of \$8,785, with a capital of \$5,000; hats and caps were manufactured to the value of \$38,167,

and straw-bonnets to the value of \$1,700, employing 142 persons, and a capital of \$13,141; 353 tanneries, employing 645 persons, with a capital of \$271,979; 238 other leather manufactories, as saddleries, etc., producing articles to the value of \$185,387, with a capital of \$76,163; sixteen potteries, employing 21 persons, producing articles to the value of \$6,260, with a capital of \$1,531; 89 persons manufactured machinery to the value of \$43,285; 43 persons manufactured hardware and cutlery to the value of \$1,200; 698 persons manufactured carriages and wagons to the value of \$301,601, with a capital of \$173,318; 323 flouring mills produced 87,641 bbls. of flour, with other mills employing 1,830 persons, producing articles to the value of \$1,552,096, employing a capital of \$1,670,228; vessels were built to the value of \$62,800; 223 persons manufactured furniture to the value of \$35,002, with a capital of \$57,980; 40 persons manufactured 1,085 small arms; 15 persons manufactured granite and marble to the value of \$1,083; 276 persons produced bricks and lime to the value of \$58,336; 367 persons manufactured 1,612,825 lbs. of soap, 148,546 lbs. of tallow-candles, 335 lbs. of spermaceti and wax candles, with a capital of \$4,754; 2,802 distilleries produced 1,051,979 gallons, and with breweries, which produced 17,431 gallons, employed 1,422 persons, and a capital of \$180,200; 38 brick or stone, and 1,822 wooden houses, employed 1,707 persons, at a cost of \$410,264; twenty-six printing offices, four binderies, twenty-six weekly and one semi-weekly newspaper, and two periodicals, employed 103 persons, and a capital of \$55,400. The whole amount of capital employed in manufactures was \$3,838,900.

As regards live stock and agricultural products, the same authority has the following: In 1840, there were in the state 166,608 horses and mules; 617,371 neat cattle; 538,279 sheep; 1,649,716 swine; poultry to the value of \$544,125. There were produced 1,960,885 bushels of wheat; 3,574 bushels of barley; 3,193,941 bushels of oats; 213,971 bushels of rye; 15,391 bushels of buckwheat; 23,893,763 bushels of Indian corn; 625,044 lbs. of wool; 1,063 lbs. of hops; 118,923 lbs. of wax; 2,609,239 bushels of potatoes; 101,369 tons of hay; 9,879 tons of hemp and flax; 16,772,359 lbs. of tobacco; 2,820,388 lbs. of rice; 51,926,190 lbs. of cotton; 3,014 lbs. of silk cocoons; 7,163 lbs. of sugar; the products of the dairy were valued at \$674,349; of the orchard, at \$386,006; of lumber, at \$506,766. There were made 28,752 gallons of wine.\*

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\* A citizen of North Carolina, who evidently writes intelligently, communicates the following pertinent notice of the Commerce and Resources of the State, to the "Merchants' Magazine" for September, 1849.—(Vol. xxi. pp. 355, 356):

"There is no state in the Union whose statistics are so meagre; none in which the difficulty of procuring information necessary to the proper exhibition of the commerce and resources, are greater. With a coast bound with sand-bars, the navigation of rivers obstructed by nature, a large extent of territory with diversified interests—with natural obstructions to the concentration of our commerce, with no emporium to concentrate talent, and to give unity of design to enterprise, our commerce, like the rains falling on the lofty summits of our mountains, runs off in every direction to swell each neighboring rivulet, without the possibility of ever uniting again to form a great, grand, and noble current of its own. A large portion of western and south-western North Carolina finds a market in Columbia and Charleston, South Carolina. The Northern, and a portion of the

**POPULATION.**—The causes which retarded the increase of the population of North Carolina, in the early part of its existence as a colony, have been adduced in the historical portion of this article. The first impulse in the way of increase was imparted about the middle of the last century, when the Scotch Presbyterians from the North of Ireland, and the Scotch Highlanders from Argyleshire, migrated into the country, and when the Moravians made settlements at Salem, Bethany, and Bethabara, between the upper Yadkin and the Dan. In 1676, as we have seen, the whole number of taxable inhabitants was about 1,400; in 1717, about 2,000; of these, at both periods, about one third were negro and Indian slaves. At the time the state ceased to be a royal government, the population is supposed to have been little more than 150,000, of whom one fifth were slaves. Edenton, Newbern, and Wilmington, were the only towns worthy of being

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Eastern and Middle in Richmond, Petersburg, and Norfolk, Virginia, and the productions of these sections go to swell the tabular exhibition of the aforesaid states, and are unknown as the products of our own state.

"Our Legislatures and members of Congress have hitherto manifested but little interest in the exhibition of our commerce and resources. With the exception of a single effort, made a great many years ago, we have no general survey of the state. The exploration of our mineral wealth has been left to chance, and individual enterprise, with the limited knowledge we have of the mines confined to their immediate localities, and, for the most part, to those who are practically engaged in them. No southern state can compare with ours in mineral wealth and resources for manufacturing. Our forests will supply any possible demand for timber and fuel; we have coal in the greatest abundance—enough to supply the entire demand of our entire country—and which, for a tenth of the cost incurred by the State of Maryland, might be rendered available to the entire coast of the Atlantic shore.

"Information on our commerce will have to be procured, not only from our little ports, but from those points in South Carolina and Virginia which draw thither so large a share of our products. If you should not get an article sooner, perhaps I may furnish you one, or a series of them, in the early part of the year 1851. I postpone until that time, with the hope of collecting information from, or through the next Legislature of our state; from the members of the next Congress, through the various reports of that body; from the next census; and from such private sources as I may be able to command. An article based on the lights now before me, would be conjectural, and uncertain in a high degree. The last census is a libel on our state. If you have the prospect of an article from any other source, do not rely on me. The undertaking, properly executed, is difficult, laborious, and expensive.

"Everything indicates that a better day is coming; our navigation, and other means of internal transportation, have the prospect of improvement and extension; our agricultural, mining, and manufacturing interests have received, of late, quite a new impetus.

"Some few years since, I made a tour of the southern states; and I can, with the utmost confidence, say that none of them excelled North Carolina in natural fertility of soil. This I know will sound strange to those abroad, who have heard only of our pine-forests, and cypress and juniper swamps. The swamp country, which is equal to the prairies of the West, covering a large portion of the eastern section of the state, can be reclaimed; much has already been reclaimed. The uplands and mountain sections are like those of Virginia and Pennsylvania. Unfortunately, our thoroughfares have given character to the soil of the state. They generally run through the piny sections because there they could be constructed at less cost, of better material, and traverse the state at a shorter distance. If the Great Central Rail-road is constructed, for which the prospect is quite fair, with the co-ordinate branches, it will be to North Carolina what "Clinton's Ditch" has been to New-York. More than half of our state is dependent on the old four-horse-wagon system for transportation over a distance of from fifty to three or four hundred miles, to find a market. Obstructions exist in all our rivers, at the beginning of the granite country, as you ascend from the sea-board. If you commence at Weldon, on the Roanoke, in Halifax county, running to Smithfield, in Johnston county, to Fayetteville, and from thence to Wadesboro', in Anson county, you will get pretty nearly the line of obstruction. Many of our streams, after passing the rapids and falls which occur chiefly at the place designated, become navigable for a considerable distance. The line designated will give the country dependent on wagons."

so called in the province ; and of these three, Newbern, the most populous, did not contain more than 600 inhabitants.

## POPULATION AT DIFFERENT PERIODS.

Date.	Whites.	Slaves.	Free Colored.	Colored.	Total.
1790.....	288,204.....	100,572.....	4,975.....	105,547.....	393,751
1800.....	337,764.....	133,296.....	7,043.....	140,339.....	478,103
1810.....	376,410.....	168,824.....	10,266.....	179,090.....	555,500
1820.....	419,200.....	205,017.....	14,612.....	219,629.....	638,829
1830.....	472,843.....	245,601.....	19,543.....	265,144.....	737,987
1840.....	484,870.....	245,817.....	21,731.....	267,548.....	753,419
1850.....	552,477.....	288,412.....	27,271.....	315,683.....	868,160

Of this population there were employed in agriculture, 217,095 ; in commerce, 1,734 ; in manufactures and trade, 14,322 ; in navigating the ocean, 327 ; in sailing on canals, rivers, &c., 379 ; and 1,086 in the learned professions. The amount of population has been greatly diminished, during the last fifty years, by the drain of emigration, first to Kentucky and Tennessee, and lately to the states of the south-west.

**CHIEF TOWNS.**—The state is divided into sixty-eight counties, of which Lincoln (population 25,160) is the most populous. There are no large towns, and no good seaports in this state. Raleigh, named after the renowned Sir Walter, in honor of his attempts to colonize what is now North Carolina, has been, since 1792, the capital of the state. It is situated within a few miles of the Neuse, 123 miles from Newbern, in a healthy, elevated situation. In 1840, it contained a population of 2,240. The former state-house, in which was a marble statue of Washington, in Roman military costume, by Canova, was destroyed, in 1831, by fire. The new edifice is superbly built of granite, is 166 feet long by 90 wide, and is surrounded by massive granite columns. Near the state-house stands the institution, just erected, for the instruction of the deaf and dumb. In the north-eastern part of the state, Edenton, on the Chowan, (population 1,500,) Elizabeth, on the Pasquotank, Plymouth, (population 800,) and Halifax, on the Roanoke, are the chief villages. Washington and Tarboro, on the Tar, contain each about 1,000 inhabitants. Newbern, founded by Germans in 1709, is situated on the Neuse, at the confluence of the Trent, 80 miles from Pamlico Sound, and until a few years since, was the largest town in the state, containing, in 1840, 3,690 inhabitants. It was once the capital of the state, and is possessed of considerable trade. The approach from sea is by Ocracoke Inlet. Beaufort, on Newport River, a few miles from the sea, has a population (1840) of 1,100 ; and its harbor is the best in the state. Steam-boats go up from Beaufort, by inland channels, into Albemarle Sound. On Cape Fear River are situated the thriving towns of Wilmington and Fayetteville. The former, distant about 30 miles from the sea, is the most important commercial town in North Carolina. Its population, in 1840, was 4,744. Vessels of 300 tons can enter the river and ascend to the town, but the entrance is dangerous. An active coast-



ing trade is carried on from the port, and it has direct foreign commerce with the West Indies and England. In 1840, the shipping was 18,232 tons. The rail-road between Wilmington and Weldon, on the Roanoke, has given a new impulse to the trade of both places. Fayetteville is a flourishing town, at the head of boat navigation. In 1840, its population was 4,285. It contains three churches, a courthouse, two banks, and a United States arsenal of construction. It had, in 1840, 52 stores, with a capital of \$372,400; and a capital of \$384,000 invested in manufactures. In the west, the chief towns are Salem, Salisbury, and Charlotte. The population of Salisbury is about 2,000. Near it are the "Natural Walls of Rowan," or trap dykes, for a long time supposed to be artificial constructions, the origin and purpose of which gave rise to various absurd conjectures.\* Charlotte, of late years much increased in population on account of its nearness to the gold washings, contains over 2,000 inhabitants, and a mint erected by the federal government for coining gold. There are mineral springs in the state: the Rockingham, in the county of that name; the Catawba, in Lincoln, containing magnesia and sulphate of lime; and the Warm, in Buncombe, the temperature of which is from 96° to 100°.

EDUCATION.—Before the revolution, literature was hardly known, much less a subject of cultivation. There were in the province, at the end of the royal government, only two schools in operation, one at Newbern and one at Edenton. The trustees had been only of late incorporated, by whom, in Newbern, a wooden building had been erected, in which the meetings of the lower house of the Legislature were occasionally held. The Constitution of 1776 directed "that a school, or schools, shall be established by the Legislature for the convenient instruction of youth, with such salaries to the masters, paid by the public, as may enable them to instruct at low prices; and all useful learning shall be duly encouraged and promoted in one or more universities." Till within late years, however, no system of free schools was introduced throughout the state. Liberal provision was made for the purpose, in 1825, by the creation of a school fund. This fund amounted, in 1836, to \$242,046, besides the income of stock held by the state in several rail-roads, the proceeds of the sale of swamp lands, and the tract acquired from the Cherokees in the south-west of the state. In order to apply these proceeds to their intended object, a Board of Literature was directed, in 1837, to devise a plan of common schools, suited to the exigencies and resources of the state, and to report the same at the next session of the General Assembly. What and how important further steps were taken in the matter, we have not at hand the means of ascertaining. The University of North Carolina, established in 1791, is situated at Chapel Hill, Orange County, 27 miles west north-west of Raleigh. It has six pro-

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\* See Williamson, vol. ii, pp. 174-178, note, who considers them artificial.

fessors, and over 100 students. Davidson College, founded in 1837, is in Mecklenburg County. In 1840, there were in the state 141 academies, with 4,398 students; 632 common and primary schools, with 14,937 scholars. At the same period there were living in the state 56,609 white persons, over 20 years old, who could neither read nor write.

**RELIGIOUS SECTS.**—At the breaking out of the revolution, religion was at a low ebb in the province. The law provided expressly for the maintenance of one clergyman of the Established Church in each parish; yet there were at that time not more than six in the entire province. There were about the same number of Presbyterian ministers. The Quakers had some strength in the north-eastern part of the province; and the Moravians had about 500 in all in the churches of their six settlements. Other Christians had no regular establishments; though the counties were visited by itinerant preachers of the Methodist and the Baptist persuasion. At present these two denominations have the most numerous church-membership in the state, each reckoning more than 20,000 communicants. The Presbyterians, who are most numerous in the western part of the state, had, in 1840, 11,000 communicants. At the same time, the Episcopalians had a bishop and about 20 ministers; the Lutherans, 18 ministers, 38 churches, and 1,886 members. Besides these, there are in the state some Moravians, Quakers, and Roman Catholics.

**CANALS AND RAIL-ROADS.**—Not much has yet been done in North Carolina towards increasing facilities for transportation. The country is well adapted to canalization. The Dismal Swamp Canal lies partly, and the North-West Canal, a branch of that work, wholly, within the limits of the state. Much of the north-eastern trade takes the latter channel. Harlow Canal, a short work, extends from the Neuse to the harbor of Beaufort. Three Virginia rail-roads, which have their southern termini in the north of North Carolina, divert much of the trade of the northern counties to the markets of Virginia. The state has two rail-roads within its own limits. The one extends from Raleigh to Gaston, in Halifax Co., on the Roanoke, a distance of 87 miles. Its cost was \$1,600,000. The other runs from Wilmington to Weldon, a few miles from Gaston, a distance of 162 miles. It cost \$1,800,000.\* A line of steamers from Wilmington to Charleston, (S. C.) 150 miles, is connected with this route, which thus forms one link in the great chain of communication, extending from Maine to Georgia. Other rail-roads are projected, chiefly for the central and western portions of the state.

**BANKS.**—There were in North Carolina, in 1846, 18 banks, with a capital of \$3,225,000, and a circulation of \$2,954,578. Of these, the deposits amounted to \$639,507; specie, \$1,261,061; real estate, \$117,000; other assets, \$1,114,102; loans and discounts, \$4,688,514; due to other banks and other liabilities, \$77,631.

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\* See May number of this Review, p. 572.

## BANKS IN NORTH CAROLINA, MARCH, 1851.\*

Location.	Name of Bank.	President.	Cashier.	Capital.
Ashville.....	Bank of Cape Fear....	John Irwin.....	J. F. E. Hardy.....	\$150,000
Charlotte.....	Bank of State N. C.....	William B. Shepard.....	William A. Lucas.....	125,000
Elizabeth City do.	do. do. do.	Charles P. Mallett.....	John C. Ehringhaus.....	100,000
Fayetteville... do.	do. do. do.	John D. Starr.....	Ichabod Wetmore.....	150,000
" do.	Bank of Cape Fear....	Samuel Watkins.....	John W. Wright.....	350,000
" do.	Bank of Fayetteville...	Robert C. Pearson.....	William G. Broadfoot.....	390,000
Milton.....	Bank of State N. C.....	George S. Attmore.....	William R. Hill.....	125,000
Morgantown... do.	do. do. do.	Charles Slover.....	Isaac T. Avery.....	100,000
Newbern..... do.	do. do. do.	George W. Mordseal.....	John M. Roberts.....	150,000
" do.	Merchants' Bank.....	William W. Clark.....	Charles Dewey.....	225,000
Raleigh.....	Bank of State N. C.....	William H. Jones.....	Charles Dewey.....	300,000
" do.	Bank of Cape Fear....	Israel G. Lash.....	William H. Jones.....	150,000
Salem..... do.	do. do. do.	M. Chambers.....	Dolphin A. Davis.....	175,000
Salisbury..... do.	do. do. do.	James Weddell.....	Peter P. Lawrence.....	150,000
Tarboro.....	Bank of State N. C.....	John Myers.....	Benjamin Runyon.....	175,000
Washington... do.	Bank of Cape Fear....	Thomas H. Wright.....	Henry R. Savage.....	400,000
Wilmington... do.	do. do. do.	Edward P. Hall.....	William E. Anderson.....	300,000
" do.	Bank of State N. C.....	Oscar G. Parsley.....	Timothy Savage.....	200,000
" do.	Commercial Bank.....			

Total 19 Banks—Circulation, \$3,500,000—Specie \$1,600,000—Capital \$3,650,000

\*[Banker's Magazine.]

**COURTS.**—The Supreme Court holds three sessions each year, two at Raleigh, and one at Morgantown, for the western part of the state. It continues to sit till all the business on the docket is concluded, or continued to another term. It determines all cases in law and equity, brought before it by appeal, or by the parties. It has original and exclusive jurisdiction in repealing letters-patent. The Supreme Court for the year 1851, is composed of Thomas Ruffin, Chief Justice, with a salary of \$2,500; Frederic Nash, and Rich. M. Pearson, Associate Justices, \$2,500; B. F. Moore, Attorney-General; Jas. Iredell, Reporter, \$300; Edw. B. Freeman, clerk at Raleigh; Jas. R. Dodge, clerk at Morgantown. The Superior Courts of Law, and the Courts of Equity, are held twice a year in every county of the state. There are seven circuits, of about ten counties each, which the judges ride alternately, but never visiting the same circuit twice in succession. These judges have complete equity jurisdiction. The salary of each is \$1,950. The judges now on the bench are, Thos. Settle, of Rockingham; Jno. M. Dick, Greensboro; D. F. Caldwell, and Jno. W. Ellis, Salisbury; Jno. L. Bailey, Hillsboro; M. E. Manly, Newbern; W. H. Battle, Chapel Hill; W. H. N. Smith, Murfreesboro; Jno. S. Hawks, Washington; B. F. Moore, Halifax Co.; Jno. F. Poindexter, Fayetteville; Thos. S. Ashe, Orange Co.; Daniel Coleman, Concord; B. S. Gaither, Ashville. B. F. Moore, of Halifax Co., is Attorney-General.

**OFFICERS OF GOVERNMENT.**—The government for the present year consists of

David S. Reid, Governor, (term of office from Jan. 1, 1851, to

Jan. 1, 1853,) a furnished house, and.....	\$2,000 salary.
William Hill, of Raleigh.....	Secretary of State..... 800 and fees.
Chas. L. Hinton, of Wake Co.....	Treasurer..... 1,500 salary.
Stephen Birdsall, of Raleigh.....	Clerk of the Treas. Depart., 500 "
Wm. F. Collins, of Chatham Co.....	Comptroller..... 1,000 "
Andrew Joyner, of Halifax Co.....	Speaker of the Senate.
Robert B. Gilliam, of Granville Co.,	Speaker of the House of Commons.

**Council of State.**—The council is composed of seven members,

each of whom receive \$3 a-day while in service, and \$3 for every 30 miles of travel. The members are Lewis Bond, of Bertie Co.; Joshua Tayloe, of Beaufort; N. T. Green, of Warren; Charles L. Paine, of Davidson Co.; John Winslow, of Cumberland Co.; Thos. A. Allison, of Iredell Co.; and Adolphus L. Erwin, of McDowell County.

#### *Finances.*

Receipts from Nov. 1, 1846, to Oct. 31, 1847.....	\$251,717 65
Expenditures for the same period.....	175,402 61
Excess of Receipts.....	\$76,315 04

*State Debt.*—This is contingent, and arises from endorsements, by the state, of bonds of rail-road companies to the amount of \$1,100,000. From this is to be deducted \$13,000 for bonds not used, and \$110,000 for bonds paid; which reduces the amount for which the state is liable, to \$977,000.

#### RESOURCES AND PROSPECTS OF NORTH CAROLINA, AND HER MINERAL FORMATIONS.

From the speech of the Hon. T. L. Clingman, delivered in the Congress of the United States, which he has kindly furnished us, we make some interesting extracts in regard to the industry, &c. of North Carolina, and append to them a lecture upon the coal formation of the same state, delivered last winter before the Legislature at Raleigh, by Lemuel Williams, Esq.

I would direct your attention to North Carolina, because I know more about her and what she contains. I must first, however, make a passing remark with reference to coal and iron, lest it should be supposed that I am indifferent to the interests of Pennsylvania, because my own state has not similar advantages. Iron ore is not only generally and abundantly diffused throughout the state, but she has also two large deposits of coal. The fields of this mineral, too, are fortunately deposited on the two rivers most easily rendered navigable of any in the state, and emptying into the ocean within her own limits. The existence of the coal on Deep River, has been known for half a century, but until recently it was not supposed that it could be transported with facility to the markets of the world. The operations, however, of the Cape Fear and Deep River Navigation Company, have within the last twelve months rendered it certain that this coal can easily and cheaply be transported to the ocean. The field is extensive, and cannot be exhausted for centuries. It contains in abundance the best varieties of highly bituminous, semi-bituminous, and anthracite coal. Capitalists from Massachusetts and New-York, who have recently acquired interests in the mines, assure me with the utmost confidence, that they will be able to mine this coal, and transport it to tide water, at a cost of less than \$1 per ton. It costs more than \$3 per ton to transport the coals of Maryland and Pennsylvania to the sea. The stream, with the locks already nearly completed, is capable of conveying in steamboats several millions of tons annually. We expect, therefore, to be able to supply with the best kinds of coal, the cities of the Atlantic coast, and the steamers of the ocean. There are, also, in some places, lying immediately above the coal, large deposits of rich iron ore. In the production of iron, either free or slave labor can be obtained at forty to fifty cents per day. This labor, when employed in raising coal and iron ore in the vicinity of Pittsburg, in Alleghany county, costs not less than \$1 per day. Provisions also are abundant and cheap. When, therefore, in the case above stated, the labor employed in making a ton of iron in Pennsylvania costs \$45, the same would cost with us only \$22 50. We

might, therefore, when the Pennsylvanians were making nothing, realize a profit of \$22 per ton.

I do not, however, regard the calculations of the gentleman from Pennsylvania as entirely accurate. Still I have no doubt that we should be able to produce iron cheaper than they are doing in his state. The iron, too, when thus made, could be transported to the ocean for less than \$1 per ton. It is obvious, therefore, that our state might put forward a demand for high protective duties, with as much show of justice as Pennsylvania does. I trust, however, that her people will be satisfied with the existing rates, highly protective as they are. North Carolina has, also, not less than fifty cotton factories, most of which have been built within the last four or five years. I think she is in advance of any of the southern states in this branch of business. Whether I am right or not in entertaining this opinion, the returns of the late census, when completed, will decide. It is believed by many that the South cannot compete successfully with the North in manufacturing, it being supposed that we have not the capital to spare for such investments. Let us look for a moment at the elements of manufacturing capital. An important one is water-power, and North Carolina has more than enough of this to move all the machinery now existing in the world. It may be had, too, in most of the localities at a price merely nominal. Timber, stone, and all building materials, are also equally cheap. North Carolina, though not a great cotton state, also produces five times as much, probably, as she or any one southern state is now manufacturing. She can, too, obtain easily an additional supply from South Carolina, by means of three rail-roads connecting her with that state. The cotton now produced by her is cheaper, probably, by one cent in the pound, than the same article at Charleston. It is also cheaper at Charleston, by three-fourths of a cent, than in New-England. Our manufacturing establishments, therefore, can obtain the raw material at nearly two cents in the pound cheaper than the New-England establishments. Provisions are also only half as dear with us. Labor is likewise one hundred per cent. cheaper. In the upper parts of the state, the labor of either a free man or a slave, including board, clothing, &c., can be obtained for from \$110 to \$120 per annum. It will cost at least twice that sum in New-England.

The difference in the cost of female labor, whether free or slave, is even greater. As we have now a population of nearly one million, we might advance to a great extent in manufacturing before we materially increased the wages of labor. We have, therefore, all the elements of manufacturing capital much cheaper than the North, except the machinery, and this we should be able to obtain at the same price. There is a sufficient surplus capital among us for its purchase. Two years since, our Legislature imposed a tax on money placed at interest, whenever the individual had more than \$1,000 above his own indebtedness. It appeared that there were more than \$15,000,000 so lent. If, as I think it is probably true, that there is as much now outstanding in smaller sums, there is not less than thirty millions of capital in this condition. Much of this sum might at once be invested in manufacturing. The other southern states are doubtless in a similar condition. Our southerners have abundance of money to expend for purposes of business or pleasure. We shall, therefore, I think, at no distant day, work up a large, if not the greater portion, of our cotton into manufactured fabrics. Should this opinion of mine be well founded, it is obvious that no duties which we could impose would long enable the New-England factories to sustain themselves in competition with us. They would find it to their interest to go into such finer fabrics as we would not produce for some time to come, or into new employments. I have no apprehension that a people so intelligent, energetic, and enterprising as they are, will fail to find means of sustaining themselves in comfort and prosperity.

#### COAL OF NORTH CAROLINA.

The value of coal as a mineral fuel, is but little known, except to those whose interests have made it a subject of study. Professor Taylor, in his invaluable work on the statistics of coal, very justly remarks, that it would be no difficult task to show, in figures, how vastly more profitable is the application of labor in the mining, and working, and transportation of coal, than that of the precious metals. The annual production of all the gold and silver mines of North and South America was estimated by Baron Humboldt at nine millions of pounds sterling, and at pre-



sent (excepting the recent discoveries in California) is less than five millions of pounds, or twenty-five millions of dollars. Now, the value of the coal produced annually, in Great Britain alone, is computed at fifty millions of dollars at the pit's mouth, and from seventy-five to one hundred millions of dollars at the places of consumption.

Great Britain is indebted to her coal for her supremacy as a manufacturing, commercial and maritime nation. Take from her the coal mines, and she would sink into a fourth rate commercial and maritime power. Her manufactures would cease—her Sheffield, Birmingham and Manchester would be no more, and her people would be compelled to emigrate, or starve.

The use of coal, in the United States, to any considerable extent, has been very recent. The immense coal fields west of the Alleghenies were considered of little value twenty-five years ago, and the anthracites of Pennsylvania were scarcely known thirty years since. The whole amount of that kind of fuel mined in Pennsylvania in 1820, was only 365 tons. The mining of that species of coal increased very slowly, as it had to make its way against public prejudice, arising from its difficulty of ignition.

In 1823, the amount of anthracite mined and sent to market was only seventy-seven thousand tons. From that period the quantity rapidly increased, and in 1849 amounted to nearly three millions and a half of tons. In 1850, it is estimated that the amount did not fall short of four millions of tons. The beneficial effects resulting to the State of Pennsylvania from the development of her coal fields was felt and acknowledged throughout the length and breadth of her land. The growth of commerce increased with the growth and development of her mineral resources. In 1820, the coastwise arrivals at the port of Philadelphia amounted to only 877; in 1847, to 18,069. Three millions of tons of anthracite coal were brought to market that year, whose value then was twelve millions of dollars, and eleven thousand four hundred and thirty-nine vessels cleared from the single port of Philadelphia that season, loaded with a million and a quarter tons of coal.

During the agitation of the tariff in 1846, at Washington, it was stated by Mr. Cameron, of Pennsylvania, that thirty years ago coal was entirely unknown in this country; yet in 1846 it gave employment to four millions of days work annually. It kept in movement a thousand ships of one hundred tons each, and afforded a nursery for the training of six thousand seamen, who earned three millions of dollars yearly. It gave circulation to a capital of fifty millions of dollars. It kept in activity fifteen thousand miners, and sustained a mining population of fifty thousand souls, who annually consumed upwards of two millions worth of agricultural production, and more than three and a half millions of dollars worth of merchandise.

To Pennsylvania, (says Professor Taylor) the almost exclusive possession of this species of combustible (anthracite) within reasonable distance of the sea-board, is a boon of inestimable price, which places her in a position of enviable superiority, and baffles speculation as to the point to which it may ultimately elevate her. If such, then, have been the magnificent results, from the development of the coal fields of Great Britain and Pennsylvania, and such the anticipations as to the future, the question occurs, what are the value of the coal fields of North Carolina?

Their value depends upon their extent, upon the thickness of the beds, the quality of the coal, and the facilities and cheapness of transportation to tide-water, and thence to a market. Professor Johnson has recently returned from a tour of several weeks examination in the valley of Deep River. He stated that his own observations satisfied him that the coal measures of Deep River extended fifteen miles, and that he had reliable authority for their extension fifteen miles farther. He did not state the width of the measures, as he had not time to examine, except in one place where he had traced the beds on both sides of the river, and where they were from three and a half to four miles wide. From other sources of information I have no doubt of their greater extension, both in length and width. But, if we take the length to be but 30 miles, and the mean width at three and a half miles, we have an area of one hundred and five square miles.

The thickness of several of the veins, the learned professor stated; none that he examined were less than six feet. Some were of greater thickness, and, in

some localities, two or three veins were found underlying each other. Now, if we estimate the area to be underlaid with only one vein, and that vein to be only six feet thick, this estimate would give for the solid cubic quantity in the ground six millions of tons to the square mile. Making allowance of one-fifth for waste and faults, the whole available amount would be five millions of tons to the square mile, or 525 millions of tons for the entire coal area of Deep River. The coal is of three kinds, the highly bituminous, the semi-bituminous, and the pure anthracite, and each kind has been shown by analysis to be among the best coal of its class. In quality of coals the fields of Deep River are unsurpassed; in variety, unequalled by any location in the United States; in quantity, as far as regards all practical purposes, equal to any other. To mine the coal of Deep River at the rate of two millions of tons per year would occupy 262 years, and at the rate of three millions of tons a year, 175 years. The remaining question is, what are the means and cost of transportation to market? The means of transportation are through the slack-water improvement of Cape Fear and Deep rivers. The enterprise of a few individuals, aided by the liberality and wisdom of your legislature, has opened a pathway to the ocean, which for extent, and capacity combined, surpasses any canal in this or any other country, and at an expense not exceeding four hundred thousand dollars. Compare the canal, as it may without impropriety be called, with the great canals which have been constructed with a view to benefit the coal trade of Maryland and Pennsylvania. The cost of the Chesapeake and Ohio Canal was upwards of seventeen millions of dollars. It is about the extent of the Cape Fear and Deep rivers—is 60 feet wide, and 6 feet deep, with locks of 16 feet in width, and one 100 feet long. Your canal averages 450 feet in width. The water in the pools is usually from 10 to 15 feet in depth. The locks are 18 feet wide and 115 feet in length. It requires 14 days to go from Cumberland, at the head of the Chesapeake and Ohio Canal, to Alexandria and return, not including the time occupied in loading and unloading the barges. A steamboat, with her tow of barges, can go from the mines on Deep River to Wilmington, and return, in four days—making a difference of ten days in one trip.

The expenses of transportation are greater in either respects, as well as in the saving of time, as it regards these two improvements. On the Maryland Canal, animal power is used to draw the coal barges. On the Cape Fear and Deep River improvements, steam-power will be used. From the relative cost of the two improvements, and the means of transportation to be used on them, there can be scarcely a comparison, as to the relative amount of toll, or the expenses of transportation. When at tide-water, at Wilmington, the coal can be sent to New-York at as little expense as from Alexandria. As far, then, as regards bituminous coals, the owners of mines on Deep River need not fear any rivalry from the Maryland mines, or from any other quarter. Nor need the owners of the Maryland mines fear any rivalry from North Carolina. The supply from both, and from all sources within our own borders, will not exceed the demand for that species of fuel, when we take into consideration the rapidly increasing number of river and ocean steamers.

The case stands somewhat different as it regards the anthracite coals. This species of coal is supposed to constitute the great bulk of the coals on Deep River. The market for this coal is not to the South, but to New-York, and the New-England states. To enable the mine owners on Deep River to compete with the anthracites of Pennsylvania, (which are all the anthracites of any amount in the United States,) they must be able to place their coal at New-York at as low a price as the anthracites of Pennsylvania. It is a saying, in England, when a person sends his goods to a market, which produces an abundance of goods of a similar character, that he has "sent his coals to Newcastle," which, as you know, is the chief mart of the great mining district of England. Pennsylvania is the great mining region of the Atlantic states, the Newcastle of America, and New-York is contiguous to her. Their territories join.

Their capitals are less than one hundred miles apart, and coal can be transported from the former to the latter city at 60 cents per ton. The question then recurs, can we send the coals of Deep River to the vicinity of Newcastle—to New-York? Upon an accurate calculation, made by intelligent and practical men, I am assured that the anthracite coal of Deep River may be placed alongside of the Pennsylvania

anthracites in New-York market, and sold on as favorable terms, provided the former are exempt from the onerous tax of pilotage, to which they are now liable. The coals which go from Pennsylvania to New-York, pass through the Morris and Raritan Canals, and are not subjected to fees for pilotage. The coals which pass down the Delaware and Hudson Canal to New-York, are also exempt from, any charge of pilotage. Vessels coming into the Delaware River to load with coal are also exempted. The fees for pilotage in coming into Cape Fear, over either bar, and going up to Wilmington, amount upon a vessel of one hundred tons burthen, to about forty dollars, which is a tax of forty cents upon each ton of coal she may carry. If this tax is laid upon the coals of Deep River, they will arrive at New-York taxed with a duty that will disenable them to compete with the coals of Pennsylvania. A tax of forty cents a ton upon a million of tons would amount to four hundred thousand dollars, and is a greater profit than any mining company has ever made, or can make. The boast that the Slack Water Improvement of Cape Fear and Deep rivers affords a cheaper transit to the ocean than any other improvement in this country, of the same length and capacity, would be entirely fallacious with the burthen of pilotage on coal, as forty cents added to the anticipated toll of eight cents, would make the tolls greater than on the Chesapeake and Ohio canals, or on any one of the Pennsylvania canals. Whether the vast mineral treasures of the valley of Deep River shall be developed, depends upon the view which the people of North Carolina shall take of this momentous subject. When I consider what Maryland and Pennsylvania have done to foster and cherish their great mineral interests, and the magnificent results which have followed the exercise of that parental care, I cannot for a moment doubt as to the course which North Carolina will pursue regarding her great interests. That you may have an adequate impression of the value in which the mining interests of Maryland and Pennsylvania are held in these commonwealths, I will briefly state what each has done for their advancement.

The Chesapeake and Ohio Canal was constructed at an expense of seventeen millions of dollars. Individual exertions proving unavailable, the states of Maryland and Virginia lent their aid by subscribing money and guaranteeing the bonds of canal directors. All these combined exertions proving insufficient, the state of Maryland waived its priority of lien, for the payment of its advances, and foreign capitalists came to the rescue, and by their aid that great work was completed, and with the sole object to open a path to the ocean for the coal of the Cumberland mountains. In Pennsylvania, since the year 1821, more than 600 miles of canal, and 450 miles of rail-road, have been constructed, by state and individual enterprise, almost entirely for the benefit of the coal trade, and at an expense of more than thirty-eight millions of dollars. The results have shown the wisdom of those gigantic expenditures. That as great results will follow from the development of the coal mines of Deep River, no well-regulated mind can doubt. It is a law of philosophy, that similar causes will produce similar effects, and I am yet to be informed that this law does not hold good to the south as well as to the north of Mason & Dixon's line. If, in Pennsylvania, cities have sprung up, under the influence of the coal trade, with a suddenness that reminds one of the fable in the Arabian Nights' Entertainments, where palaces were built in a single night by the magic influence of the Lamp of Aladdin, why may we not expect to see the borders of Deep River, within a very few years, inhabited by a dense population, and adorned with flourishing villages and cities, and Wilmington, with her increased commerce, approximate to the wealth and splendor of Philadelphia? That similar results will follow from the development of the mineral riches of Deep River, is as certain as the law of cause and effect. That they will follow more rapidly than they have done in Pennsylvania, is equally certain.\* Pennsylvania, at the commencement of her mineral

\* The wonderful rapidity with which villages and cities have sprung into existence in the mining districts of Pennsylvania, may be instanced in the cases of Carbondale, Honesdale and Pottsville, among hundreds of others. In 1828, there was but one building on the site of Carbondale, and that a log tenement. In 1845, it contained a thriving and industrious population of 3,500, occupying good buildings. Honesdale was covered by the primitive forest in 1828; in 1845, it contained a population of from 2,500 to 3,000 persons. And all this prosperity arose from the mining of less than three and a half millions of tons of coal. The same amount mined on Deep River would produce necessarily the same results. In 1825, commenced the first mining operations of Schuylkill County. In 1841, the central town of Pottsville, originating at a later date than we have quoted, contained

operations, had to contend with prejudices as to the use of her anthracite—prejudices which experience has conquered, and you will not have to overcome.

In eight years from the opening of the Pennsylvania mines, she had sent to market less than two hundred and fifty thousand tons. A greater amount can be sent from Deep River in two years from the opening of her navigation. It was twenty-two years before Pennsylvania had sent to market in any one year a million of tons. Deep River can send that amount within five years. If capital and enterprise will do for North Carolina what they have done for Pennsylvania, then will the future progress of North Carolina be more rapid than has been the past progress of Pennsylvania. In Pennsylvania the soil and climate are against her; in North Carolina they are in her favor.

The navigation of Cape Fear and Deep Rivers is never interrupted with ice. The canals of Pennsylvania are frozen up four months in the year. During that period, the bituminous coals of Deep River can go north, or seek the more profitable markets of Charleston, Savannah, Texas, Mexico, and the West India Islands. Another advantage in favor of North Carolina, is the natural fertility of her soil, while the coal regions of Pennsylvania are sterile and unproductive in agricultural products. Deep River and the adjacent country, with the aid of the fertilizing manures, lime, plaster, and guano, which will form the return cargoes of coal vessels from the North, will become, in a few years, the NILE OF THE SOUTH. Its products will quadruple, and will find a HOME MARKET ON the spot which produces them.

The iron ore of Deep River forms an important item in this estimate. Iron of as good quality, and in as great abundance as in any country, is found in North Carolina. On Deep River it is in immediate contiguity with the coal. On the land of Peter G. Evans, Esq., the coal is overlaid by a stratum of iron ore, three feet in thickness, which yields fifty per cent. of iron. The coal which underlies it, is six feet thick, and of that kind best adapted for the manufacture of iron. The iron, when manufactured, can be transported to New-York at a less cost than it can be sent to the same market from the celebrated works at Danville or Northumberland, on the Susquehanna. It can be also manufactured at less expense, as those establishments pay a higher price for their coal than it can be procured at on Deep River. At Danville and Northumberland, the coal cost \$2 50 a ton. On Deep River it can be had for the price of mining it, as those who own the iron own the coal. But the iron need not be sent abroad for a market. There is a better market at home. The time will undoubtedly come, when the manufactures of iron on Deep River will supply the wants of a large extent of country beyond the limits of North Carolina.

The water-power on Deep River is scarcely equalled in any part of our country. In cheapness, it is unrivalled. Dams which, on most situations, are expensive structures, are here already built without charge to the owners of the adjacent lands. Eighteen of these are already constructed by the navigation company of Deep River. *Such are the prospects of the valley of Deep River.*—And in view of them, can the most skeptical doubt of the *magnificent future* of that favored region?—Or that the progress of population and improvement will advance with a more rapid pace than it has ever done in Pennsylvania? Should foreign capitalists hereafter be induced to associate with your people in developing the treasures of Deep River, its coal, iron, and other minerals, the present holders of the land will part with their interests *upon the full knowledge of their value*; and the capital that may find its way hither, from other regions, will form part of that fund which is to contribute to the support of your state government; and the laborers, mechanics, and tradesmen who may accompany or follow it, will mingle with your people, become identified with your interests, and add to the wealth, population, and strength of your native state.

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the following establishments for the education of the children of the miners and new-settled residents: Six private schools, numbering 479 pupils; eight public schools, numbering 472 pupils; eight Sunday schools, numbering 1,137 pupils; teachers, 166; total, 2,254, with a library of 1,659 volumes. Pottsville now contains a population of nearly fifteen thousand.

## ART. II.—MANUFACTURES IN SOUTH CAROLINA AND THE SOUTH.

[We present with great pleasure to our readers the following paper, which was read by William Gregg, Esq., before the South Carolina Institute for the promotion of *Art, Mechanical Ingenuity and Industry*, and a corrected copy sent to us by the author. Mr. Gregg is known to be one of the most practical and valuable citizens of the South, and has done more, perhaps, than any man in it towards exciting a spirit of broad and liberal manufacturing enterprise. We noticed this in a biographical sketch which appeared in our March number. Will not such men be raised up in Louisiana, Mississippi, Texas, Arkansas, and Tennessee? Alabama has already her Pratt, Georgia her Winter, and Kentucky her Hamilton Smith! A single resolute, determined spirit among us in the South-West, could effect an industrial revolution through all our limits. Who will be the man to lead, direct, and concentrate public opinion upon this subject? Truly, the harvest is plentiful, but the laborers are few! ]—Ed.

THE object of the Institute which I address to-night, is to enlighten public opinion—stimulate industry—encourage efforts of mechanical ingenuity—to bring men together to exchange ideas on practical subjects; more particularly to produce a harmonious connection between the working artisan and the capitalist, that a combined effort may be made to promote that diversity in the domestic pursuits of the people of South Carolina, which we think necessary to preserve her position in the scale of civilized nations, and to establish in her behalf a fair competition in the onward strife for physical, political and moral greatness.

Industry is the foundation of all human happiness—without it, we can be neither good nor great.

To cherish national industry, and, consequently, national virtue, intelligence, comfort and happiness, has been the object of the great philosophers of all ages of the world. It is a theme which has engaged the attention of the enlightened of every nation. But unfortunately for the people at large, they have, until modern times, had very little to do with the direction of public affairs. Sages, philosophers and politicians have not been content with making laws and devising means for controlling the evil passions of men and for the protection of property, but have undertaken to direct how individuals should proceed in order to its accumulation. Their efforts have more frequently proved a blight than a benefit to the general prosperity of the people—sophisticated, as most politicians are, biased in many instances by sinister motives, always on hobbies—mischief has been wrought where good was intended. Such is the frailty of man, that there are but few, even of the most distinguished, who have not set out with preconceived notions of national policy which time and investigation failed to overcome. They remained special pleaders, advocates for a particular code of dogmas, right or wrong. Hence it is, that the greatest intellects the world has ever produced, have, from a wrong direction of their powerful efforts, done the greatest mischief.

If we follow back the history of human society to its foundation,



we find that men everywhere and at all times have been led away by sophisms, each entertaining a different opinion as to the fundamental principles which ought to govern nations, not only in their civil and religious polity, but in their industrial pursuits.

Fortunately for us, modern times and modern improvements have wrought a wonderful change, and thrown the power of governments more or less into the hands of the people; and the great restraining power—community of interest and public opinion among the people—is now being felt throughout the civilized world, and crowned heads and despotic rulers are fast losing the power, which once existed, to plunge nations into war, or stop the wheels of commerce at pleasure.

Books have been written and arguments exhausted,—protected industry, free trade, excessive agriculture and encouragement to manufactures, have each had their advocates. No one can doubt for a moment that agriculture is the foundation of all human thrift, a natural and blessed pursuit. The common instincts of the natural man lead to this occupation: but to stop at the mere feeding the animal, is but one step in advance of the savage. Man has been endowed with faculties which fit him for a higher destiny; his nature is becoming every day better understood. The science of government has been tempered and moulded to suit the changes which are going on, and it must be left to future ages, unincumbered by party feelings and personal interests, and the various wire-drawn notions of the day, to decide who have been the real benefactors of mankind. Let the decision be what it may, no one can doubt the fact, that we are in the road to a state of perfection not yet fully conceived. All are now willing to admit, that man has hitherto fallen far short of filling the destiny which nature has allotted to him. The onward course of science, aided by the mechanic arts, has opened a new era in the history of his existence. The developments of the last century, and particularly of the last fifty years, have opened new fields for philosophical research—new sources of speculation for political economists—and shown that man, in his animal and physical nature, has as yet only shadowed forth and prefigured his future destiny. But it remains for the progressing advance of science and the arts to place him on the elevated platform that he is finally destined to occupy. Each successive year brings with it new discoveries and new combinations, and gives us clearer lights as to his nature and powers. The ball of science is now in rapid motion, and the affairs of man are in such a train as to give scope to all his powers. When the talent which nature has given is in all instances properly cultivated, and each person placed where he can do his full share, the car of progress will advance with the power and rapidity of steam, and our onward speed be accelerated ten-fold. Where the next century is to bring us, or even the coming fifty years, the wisest cannot predict; none will attempt to say what our children are to witness a half century hence. All the great minds of the world are now engaged in scientific researches, and every day adds to our knowledge of the physical world, and furnishes the means of still further progress. Every individual seems to be born with a talent to fit him for useful occupation in life;

hence we see some preparing themselves from choice for the most ordinary labors of life, and seem to take pleasure in menial occupations; others again we find disposed to betake themselves to mechanics; others have a natural talent for mathematics and a taste for engineering; some are led by natural bent of mind to pursue the study of natural history, others geology, botany, medicine, law, divinity, commerce, navigation; in fact, there is no employment appertaining to the various ramifications of civilized society, which individuals will not be found whose inclinations predispose them to adopt. Thus it would seem that the elements of society are founded in diversity of pursuits; and no community can expect long periods of prosperity, which becomes so engrossed in a single pursuit, that the various orders of talent may not be put to profitable use. The plough, the anvil and the loom, will be found to be necessary, in some shape or other, in every country, to render it independent and prosperous. Diversity of pursuits I then hold to be indispensable. Its tendency is to vivify the intellect of the people, and render them, as a body, energetic, active and powerful.

Modern history teaches us, that in proportion to the encouragement given to mechanic arts, have nations prospered and become elevated in the scale of intelligence. In the fifteenth and sixteenth centuries, Spain stood pre-éminent among the nations of Europe for intelligence and social refinement, and Great Britain equally so for ignorance and barbarism—she was proverbially ignorant. Even in London, her emporium of refinement, the common people were so ignorant that shopkeepers did not use lettered sign-boards, because the mass of the people would not be able to read them; for the same reason, houses were not numbered. In the early part of the sixteenth century, religious persecution in Spain drove from that then prosperous country, famed for her arts and manufactures, most of her skilful artisans, who found refuge and encouragement in England, under the reign of Queen Elizabeth. The intelligence of the artisans of France and Germany, who had given character to those countries, united with their religious opinions, caused also their expulsion from their native land, and many of the Huguenots, constituting the working-class, took refuge in England, and contributed to lay the foundation of her industrial eminence. It may be said that the exiled from Spain, France, and Belgium, were the founders of England's greatness. She has been regularly advancing, commencing with that period, and now stands pre-éminent for intelligence, wealth, and power, among the nations of the earth.

The plough, the anvil, and the loom, grouped together, would be considered, in any enlightened country, to present an emblem of civilization, thrift, and comfort. Their proper combination has never failed to produce prosperity and wealth. They are the great civilizers of the world; they were in use from the earliest periods, though without much advance. It has been reserved for the present day to do the work of setting them in motion. By the aid of science and mechanic art, they have been made to perform the work for which they were designed; and the rapid strides which have been witnessed in the last fifty years, lead us into utter amazement when we attempt to draw a picture of the future.

The art of printing relieved the world of a great clog, by enlightening the masses. It was performing its work, however, two hundred years before the year of progress commenced; it was reserved for the days of Watt and Arkwright, when a combination of chemistry and mechanic art was brought into use. This produced a power which set the whole to investigating the subject. Science points out the elements to be controlled. She blows the blast and fuses the ball, mechanic art puts it in shape, and prepares it to be distributed to the various uses of society.

Science is daily pointing out new elements of power, hitherto thought to be beyond the control of man. The active intellect and iron-grasp of the mechanic, has found means to put these powerful elements into practice. Each day brings with it new inventions; each year, as it rolls around, becomes a marked era from which some great discovery takes date.

Time was when the world was ready to make war on any improvement calculated to dispense with animal or manual labor. Not two hundred years ago, the agricultural products of England were transported on pack-horses from one point to another, and while the products of one district were suffered to rot for the want of a market, the inhabitants of neighboring districts were actually suffering from starvation. Yet we learn that the first efforts to improve and cheapen the modes of transportation were met with resistance and violent clamor from the owners, drivers and breeders of pack-horses. The first efforts to make Macadamized roads were resisted by the populace of England to the shedding of blood, and so it has been with all great inventions up to the present day. Man seems to have gained wisdom by experience. He is now able to perceive that anything which abridges labor adds to the amount of human happiness, and that the embarrassing effects on particular communities and branches of industry, although in many instances distressing, are but temporary. Things soon adjust themselves, and it is equally soon found that every material advance in saving labor tends to cheapen the necessities of life, encourage the growth of towns and cities, and affords more leisure for mental cultivation, thus increasing our rapidly accumulating powers of progression.

As I have observed, about three hundred years ago the mechanic arts commenced to flourish in England. Their introduction marks the period when her onward progress commenced. Previous to that time, her population had increased very little in a thousand years—it was at that time less than 5,000,000. She has since become the great patron of the arts and sciences, and her strides in greatness are unparalleled in the annals of history. She has founded nations, peopled continents, and increased her own population five fold; and it is a singular and striking fact worthy of notice here, that the first 225 years after the introduction of the mechanic arts into Great Britain, she only added two millions and a half to her population: while the last seventy-five years, since the invention of Whitney's Saw Gin, Arkwright's Spinning Jenny, and Watts's Steam Engine, notwithstanding the millions of people with which she has supplied other coun-

tries—she has in that short period added about twenty millions to her people. She is still making rapid strides, and her example has set the whole civilized world in motion. The slothful operation of hand labor is now repudiated by all intelligent nations, and we find the continental powers of Europe looking to the strong arm of machinery as a means of improving the condition of the masses. Even Russia, that semi-barbarian nation, is not disposed to be left behind in this strife for onward progress and rapid advance in human knowledge and perfection.

And shall we in South Carolina content ourselves to stand in the same relation to the Northern states, and the balance of the manufacturing world, that Ireland, poor Ireland, does to England—hewers of wood, and drawers of water? Shall we not endeavor to furnish our quota of the mechanical talent which is so rapidly revolutionizing the affairs of man?

Who can doubt the fact, that hundreds of the sons of South Carolina have lived and died in ignorance, who with proper opportunities would have been great in their day and generation? Is there an individual in this assembly who doubts that we have living boys now amongst us with natural talents to fit them for any profession? and who need but opportunity to bring them out to shine as bright stars in the history of the progress of nations? How many persons have we in South Carolina who really believe that great changes in our industrial pursuits are not necessary? The number is certainly small. Who is it amongst us that believes that we have not the energy and all the requisites to success? Persons who have any knowledge of the energetic character of our cotton and rice planters, must be aware that they are not surpassed in activity and management by any class of capitalists in our country. A portion of our capital, directed with similar energy, would be made to yield profit in any pursuit.

Many objections have been urged against the introduction of manufactures among us. Some say they have a demoralizing tendency; others apprehend the dissemination of Abolition principles; others again flatter themselves, that notwithstanding outward appearances are against us, we are wealthier, more prosperous, and in a better condition, both in reference to our present and future prospects, than any of the Eastern states. Let us not blind ourselves with such false notions, but make the inquiry—What is national wealth? It does not consist in money, which can take wings and fly away—may be here to-day, and to-morrow located in New-York never to return. It consists in the mental and physical improvement of the people; the draining of swamps and bringing waste lands into cultivation; resuscitating worn-out soil; increasing population; the construction of rail-roads, turnpikes, fine bridges, and all the facilities for internal communication; the increase and improvement of our cities, rearing new villages, and durable and comfortable country dwelling-houses. These are marks of national wealth not to be mistaken.

Much has been said about the demoralizing effects produced by the manufacturing system of New-England. The dreadful vices and wide-spread pauperism of the manufacturing towns of England have

become a hackneyed theme. There can be no doubt that great evils exist, but time will cure them. We are often led into error by building our arguments on false premises; and it would be well to make the inquiry now, whether the notion that England is worse off than formerly is not founded in error.

What are the chief causes of pauperism? The answer must be, low wages and high prices for the necessary article of man's subsistence. By a reference to the history of England, we find that wages in the time of Charles the First and Second were very low, and all the necessities of life exceedingly high. The average wages of men was at that time from \$1 50 to \$1 75 per week, without board. At the present time, the average wages of the manufacturing operatives of England, taking the average of men, women and children, is \$2 50 per week.

The wages of a bricklayer or carpenter in those early days, was about fifty cents a day, now \$1 50, and the only article of consumption which was cheaper then than now, was meat; but it was rarely within reach of the poor. Flour and all breadstuffs were dearer, and articles of clothing of the most ordinary description five times dearer than now. Sugar, salt, coals, candles, soap, and all such articles, were infinitely dearer. In 1685, of the 880,000 families of England, 440,000 families eat meat but once a week, the other 440,000 families indulged in its use twice a week. It seems that at that period there were 1,330,000 paupers in England out of a population of 5,500,000. In 1846, the number who received relief was only 1,332,000 out of a population of 17,000,000. By these statements it is made to appear that the condition of the great masses of the people of England has been gradually improving; they are certainly better off than the people of Ireland and many of the continental nations,—and when we take into consideration the vast numbers of laborers who are annually thrown out of employment by the improvements in machinery, and then, again, the immense population that the soil of England has to support, it is a matter of surprise that there is not more distress than really exists; and it is one of the strongest proofs of the wisdom of her policy, that she has gone on increasing so rapidly in wealth, population, power and greatness.

Are we to continue to entertain the exploded doctrine that we can hold our position among the nations of the earth by the exclusive pursuit of agriculture? Such doctrines have been repudiated by nearly all the great statesmen of the world; and we perceive that nearly all civilized nations are preparing to enter into a competition in manufacturing, and have become satisfied that it is their policy to supply themselves with all the primary articles of consumption.

The restrictive policy of the English government towards us caused our separation. For many years after we became an independent nation, she used every possible effort to prevent the introduction of machinery amongst us. Severe laws were made and heavy penalties attached to their violation to prevent the export of machinery, or the migration of artisans to this or any other country from England. She has thus been able to keep down the arts in Ireland and



her colonies, and for many years has had a monopoly of the manufacturing business of the world. The charm has, however, been broken, and the United States and most other countries are busying themselves in the various modes of introducing the arts: indeed, it has been made plainly manifest that it is a matter of necessity if not of choice.

Can we have a stronger illustration of the difference between an agricultural country and one with mixed employments, than the contrast between England and Ireland? The latter is one of the best cultivated countries on the face of the globe. Her territory is not larger than that of South Carolina, yet her soil supports a population of about 9,000,000 of people, and independent of this, exports to England alone about \$50,000,000 worth of agricultural products, and what does she receive in return? The, to her, costly products of England's workshops! The product of the labor of ten able-bodied Irishmen is produced by a child in England!

South Carolina claims to be strictly agricultural. She produces three to five bales of cotton with an able-bodied hand. It is sent to a foreign market and returned in a manufactured state, its value increased from three to ten-fold by the labor principally of women and children, where from ten to twenty bales to the hand are worked into cloth. The sons and daughters of South Carolina seek the green fields and shady watering places of the North to spend their summers and their money, when if our mountain regions were enlivened by the sound of the hammer and the shuttle, and ornamented with beautiful and thrifty villages, they would be found equally attractive, and certainly as conducive to health.

That some change is necessary in our state, no one can doubt; but it does not follow that we should abandon our present system of agriculture, and enter into a competition with the world in the various complicated branches of manufactures. Different countries are very differently situated in regard to such interests. Great Britain has the position, mineral resources, and many other advantages, that render her peculiarly situated for a manufacturing people; and when she is forced, as she will be in the course of time, to give up the production of coarse cotton cloth and yarn, she will be able to turn her attention to many other branches equally as profitable, and still, in all probability, retain a large portion of her present immense capital in manufacturing for the supply of countries not so favorably situated as herself. Pennsylvania, New-Jersey, New-York and New-England, will become her most formidable rivals. The continental nations of Europe must in time measurably supply themselves. Russia is situated, with regard to hemp, very much as we are in relation to cotton. Her true policy is to manufacture her hemp, and not permit it to be exported in the raw state to be manufactured by foreigners and returned to her for consumption. Just so with South Carolina: she is, and will probably remain a cotton-growing state; and with her facilities for its manufacture into coarse fabrics, it would seem to be equally impolitic to send it away in the raw state; particularly that

portion of it which is to be returned for her own domestic consumption. The reasons which may be given in favor of this species of manufacturing will not, however, apply with the same force to other pursuits—it is not desirable that Carolina should go generally into manufacturing, particularly where governmental protection will be necessary to sustain a competition with other countries. Let her husband her own resources, and the articles which will incidentally follow the manufacture of cotton will be quite sufficient for us.

Among these branches of industry will of necessity be the erection of steam-engines, the manufacture of all kinds of machinery, carriages and wagons. All mechanical trades which appertain to house-building will be vastly stimulated, the mechanic arts generally will be greatly accelerated, and the small manufactures common to cities, and which can accommodate themselves to the cellars and garrets, holes and corners, by-ways and alleys, will cluster around us in Charleston, and add their charming influence to the spirit of onward progress in remodelling our old-fashioned city. Let those who have misgivings on the subject, banish from their thoughts that South Carolina will ever become so infatuated as to endeavor to follow the footsteps of New-England and Great Britain, who have erected towns, and we may say cities, to be employed almost exclusively in one article. For instance: hosiery, shoes, locks, hinges, fine cutlery, chimney furniture, buttons, pins, needles, and last, but not least, jews-harps,—each have a large population in particular districts engaged in their manufacture.

South Carolina, in common with Virginia, North Carolina and Georgia, have peculiar advantages in many of the most simple branches of manufacturing, and the elements properly used are calculated to render them most powerful, wealthy and prosperous states. Among these elements, the institution of slavery stands foremost; it is the means of giving to capital a positive control over labor, and of that kind of labor which nature seems to have adapted to agricultural pursuits, and particularly to that branch of industry in the low lands of the southern states. In all other countries, and particularly manufacturing states, labor and capital are assuming an antagonistical position. Here it cannot be the case; capital will be able to control labor, even in manufactures with whites, for blacks can always be resorted to in case of need. We will, however, find no want of employment for our negroes in agriculture; although the world seems to be overstocked with cotton, its use is only in its infancy. The world now consumes 5,000,000 bales. If double that quantity were made, means would soon be found to manufacture it into cloth, and the present advances making in civilization would soon find consumers to purchase it; and it is not extravagant to predict, that our children will live to see the world consuming 20 millions of bales of cotton.

South Carolina contains about 20 millions of acres of land. From the best computation I have been able to make, we have between 4 and

500,000 acres of swamp susceptible of cultivation. We have one enterprising gentleman in the state who has set the noble example, and has recently made about forty miles of ditches and reclaimed 12 to 1,500 acres, originally worth but from 50 cents to \$1 an acre, now a cheaper investment at \$100, than our best pine lands at \$10. There is a sufficient quantity of this sort of land yet covered with the primitive forests, to produce, when in proper cultivation, 500,000 bales of cotton; and taking all the old countries for data, no one can doubt the capacity of South Carolina to produce 6 or 800,000 bales, and in the mean time furnish provisions for the support of two millions of people, so that we need not be alarmed at the prospect of a redundant population; and of all people, we are the last who ought to express fears of retrograde in morals and general intelligence from densely populated cities and overworked masses in manufacturing towns. Let us double the population of Charleston and of the state, if we can, and see the foundation of a few of these manufacturing towns laid, before we suffer ourselves to become alarmed. Our population will certainly bear doubling before we are elbowed out of the country.

Let us make an effort, and see what a judicious combination of the plough, the anvil, and the loom, will do for South Carolina; for aside from the continual embarrassments which must attend the strictly and exclusively agricultural country, in frosts, droughts, commercial convulsions, and combinations, tariffs, &c., if we will but look at the vast difference in productiveness between the mechanic or factory operative and agricultural laborer, we will be led at once to the conclusion, that every country should have the workshops at home which supply her with all the actual necessities of life; and to suppose, as many do, that this species of independence would cripple commerce, is to indulge in absurdities not tenable with argument. The greater the diversity of pursuits, generally speaking, the greater the prosperity of a country, and prosperity never fails to stimulate commerce; hence it will be seen that countries which seemingly manufacture every article which can administer to the comfort and luxury of man, have the widest-spread commerce. One would suppose that the manufactures of France might suffice to supply the wants of a Parisian, yet we find him indulging his fancy in the purchase of the costly fabrics of the London, Roman, Genevan and Chinese workshops; and so with the fashionables of London. They are not satisfied with the beautiful fabrics of England, but must be arrayed in the contraband articles smuggled from France. We see this most clearly exemplified in New-England, where one would suppose every article which enters into the wants of man could be supplied. Yet her ships are found traversing every sea, and from her mountains to the sea-board you will not find a peasant who is not indulging in articles of fancy or luxury from the remotest parts of the globe, and that country may in truth be said to be literally alive with commerce.

The question may be asked, what is meant by the introduc-

tion of manufactures, particularly that of cotton? Some people seem to think that every planter should go to work and prepare himself to spin his own cotton into yarn, and to make his own negro cloth, &c. Others, that our entire system of agriculture is to be revolutionized, our rice and cotton-fields turned into potato-patches, and that we are to give up our cotton bales for wooden clocks and Yankee notions.

Any change for the better must be gradual, the result of enlightened public opinion, or it will not be permanent. In attempting to introduce manufactures, no doubt but many improper things will be done, and much capital will be wholly lost to its owners, by injudicious investments in machinery.

The introduction of manufactures will not interfere with the present agricultural capital and labor of the country, which will remain very much as it is. Those who are engaged in these pursuits must be contented to look for their advantages in the general prosperity which will be brought around them—a home market for all their products, increased value of real estate, good roads for the transportation of produce, increased population, good common schools, and the example of a working class of white people around their children. They will in this way be induced to stay at home, and the money which has hitherto been lavished on the Northern people by our traveling gentry, will be kept at home to enrich and beautify our own country.

We should make our own leather, and manufacture it; for, if not apparently cheaper, the articles would be better, and in reality cheaper: we would thus save three millions per annum. Give us 1,000,000 cotton spindles, scattered over the state, wherever water-power may be obtainable, or cheap fuel to work steam-mills. It will not be our policy to build large manufacturing towns. We would lose many of our advantages if we were to undertake to transport cotton from the Pee Dee to Graniteville, or from Spartanburg to the sea-board, or from the sea-board to Anderson and Greenville. Policy will dictate the propriety of locating mills in the vicinity of cotton-growing districts, and the business will of necessity be done in villages and not in large towns.

From reading the accounts given of the loathsome condition of the factory operatives of Manchester and many other places, many are led to the erroneous impression that manufacturing has a tendency to degenerate morally and physically; that operatives are, of necessity, shut up in close, dusty and unhealthy apartments, where the heat must render the atmosphere detrimental to human health. It would be well to inform such persons, that cotton factories are of necessity well ventilated, open with windows to emit light from every side. Such buildings are usually of brick or stone, and ranging from forty to sixty feet in width, and from eighty to four hundred feet in length, and are from two to five stories high. So much for the factory buildings. As regards dwelling-houses, our operatives will not be likely to be crowded twenty and thirty into a

room not twenty feet square, as in Manchester, where they must resort to such crowds to keep warm in winter, in the absence of wood, and having no means with which to procure better quarters. We have plenty of space and abundance of fuel. We all know how cheaply wooden buildings can be put up in the country, and that while such accommodations secure the operative from the poisonous effects of confined atmosphere, it accords with our ideas of comfort.

Any one who has spent a summer as an operative in the cool shade of a cotton mill, will be very reluctant, in our climate, to change his situation and encounter the broiling sun of the cotton-field. The labor is exceedingly light, and I am very sure that in the heat of summer many an operative, if asked, would tell you that the hardest portion of his day's labor was walking home a quarter of a mile, through the hot sun, for his dinner. Our factory operatives invariably give up the business with great reluctance, and when driven from an establishment in consequence of bad conduct, they are sure to be found seeking employment in others; and taking it altogether, I think it clearly susceptible of proof, that manufacturing labor is a more befitting employment for southern than northern peasantry.

The capital requisite to put in operation 1,000,000 spindles, one-fourth of the factories making cloth, the other three-fourths yarn, would amount to about \$22,000,000—a sum which seems enormous to look at in the bulk, but when we come to consider that it must of necessity be a work of time covering a space of more than twenty years, it dwindles into insignificance, particularly when we take into consideration our yearly resources, and the large amount of floating capital now in our city groaning under the weight of taxation. Do we want better proof of the redundancy of our floating capital than the fact, that five per cents. are generally at par? Do we want better proof that this work ought to have been commenced long ago, than the fact that twenty odd millions of dollars have been transferred from this very city to the northern states within the last twenty years? Can we with justice attribute this immense transfer of capital to any other cause than that which renders floating capital so restive amongst us at the present—a taxation which its profits will not bear? The capital which would have peopled and enriched every portion of South Carolina, has left us, for the reason that there has been no means of rendering it profitable, and that our exhausted lands and negro labor would not yield as much here as in the South-west. Hence it is, that our money and our men of energy and action have been constantly leaving us, and our population has been for a quarter of a century almost stationary.

From the best estimates that I have been able to make, I put down the white people who ought to work and who do not, or who are so employed as to be wholly unproductive to the state, at one hundred and twenty-five thousand. To run a cotton factory making cloth, it requires a hand for every 33 spindles; in making yarn, only a hand to 45 spindles. By this calculation, 1,000,000 will require about 24,000 operatives, that is, 7,600 to run 250,000 spindles making



cloth, and 16,600 operatives to work 750,000 spindles employed in making yarn. By this it appears that but one-fifth of the present poor whites of our state would be necessary to operate 1,000,000 spindles. Can any one doubt for a moment, that long before so many spindles could be put in operation, the necessary operatives would be found among us, without in the slightest degree changing any of our present sources of agricultural revenue? To be entirely within bounds, I will base the quantity of cotton to be worked up at one-third of a pound to the spindle: 1,000,000 spindles gives 333,333 lbs. per day, or 276,900 bales of 350 lbs. to the bale, per annum. If we are to have a market at our doors for these manufactured products, as we have at present for our raw cotton, we could not, under any circumstances, look for less than double the price of the raw material for yarn, and three times its value for cloth.

Many have been predicting for years past, that South Carolina would be driven by Western competition to abandon the growth of cotton. This notion is certainly founded in error, for it is clearly ascertained, that on our best lands cotton may be produced to as much advantage as in any of the South-western states. What we need is that diversity of pursuit which fixes the capital as it accumulates in the country, and I think that South Carolina would have presented quite a different appearance now, had public opinion been properly directed to this subject twenty years ago. It would, in all probability, have saved us some of the capital which was lost by the United States Bank. It would certainly have stopped with us many millions of mercantile capital which has gone forever from us. And may we not go further, and suppose that such a spirit of enterprise would have kept within our state many of the enterprising planters who have left South Carolina with their negroes, and settled in the West? Can any one entertain a doubt but these persons would be better off, in a pecuniary point of view, and much more contented, if they had remained to assist in draining swamp land—a work which another generation will have to perform?

The handicraftsmen of the city of Boston, without the aid of large manufacturing establishments, or crowding themselves into masses, produce annually about \$12,000,000 more than the worth of our entire cotton crop, with cotton even at high prices. It is evident to all observers, that Charleston has already commenced the work of reform. The sounds of the steam-engine, now to be heard in various parts of our city, furnish evidence which cannot be mistaken, that the work is progressing. The introduction of gas, and the erection of the first cotton mill, both so expeditiously and well done, give evidence that things can be done here as well as in other cities; they have created a marked era in the history of Charleston, and their founders deserve to have their names handed down to posterity.

Now, should things take such a turn in the city of Charleston as to bring into mechanical pursuits the scores of lads who are hopelessly seeking clerkships and other employments, and a class of men be raised up amongst us who would produce an income equal to one-

fourth of this sum, what a charming influence it would bring to bear on every vocation of business. We will go a little further, and suppose that 10,000 out of our 21,000 negroes be pushed out of our city to the country to engage in agriculture, and their place be filled with a working set of white artisans: we would certainly get along with 11,000 negroes to wait on us, and would doubtless be greatly benefited by the change. Will advocates for such a doctrine be regarded in the light of free-soilers? Large towns and cities are composed (at least the majority) of intelligent people, and no such town or city could be brought together in this state, whose citizens would not understand how to appreciate the institution of slavery amongst us.

Much has been said about the demoralizing and degrading influence which cotton factories will exert on the country people. This is a subject worthy of special notice.

The appropriation annually made by our Legislature for our school fund, every one must be aware, so far as the country is concerned, has been little better than a waste of money, and all efforts to adopt a more successful system have failed; and while we are aware that the Northern and Eastern states find no difficulty in educating their poor, we are nearly ready to despair of success in the matter, for even penal laws against the neglect of education would fail to bring many of our country people to send their children to school, notwithstanding it could be done without a cent of expense. It has always been a subject of anxious inquiry with many persons, how the condition of this class of persons could be ameliorated? Many have exhausted their wits in devising schemes for the better regulating our school fund, but none have been able to fathom the mystery which has hitherto attended our failure.

I have long been under the impression, and every day's experience has strengthened my convictions, that the evils exist in the wholly neglected condition of this class of persons. Any man who is an observer of things, could hardly pass through our country without being struck with the fact, that all the capital, enterprise and intelligence is employed in directing slave labor; and the consequence is, that a large portion of our poor white people are wholly neglected, and are suffered to while away an existence in a state but one step in advance of the Indian of the forest. It is an evil of vast magnitude, and nothing but a great change in public sentiment will effect its cure. These people must be brought into daily contact with the rich and intelligent—they must be stimulated to mental action, and taught to appreciate education and the comforts of civilized life; and this we believe may be effected only by the introduction of manufactures, for there seems to be no other employment so well calculated to induce them to habits of industry.

My experience at Graniteville has satisfied me, that unless our poor people can be brought together in villages, and some means of employment afforded them, it will be an utterly hopeless effort to undertake to educate them. Our Company are determined to spare no means which will be necessary to school the children at Granite-

ville. We have collected at that place about 800 people, and as likely a looking set of country girls as may be found, industrious and orderly people, but deplorably ignorant, three-fourths of the adults not being able to read or write their names. The Company has provided a good school-house, and competent teachers; find books, papers, &c., all free of charge; and notwithstanding our rule that no one can be permitted to occupy our houses who does not send all his children to school that are between the ages of 6 and 12, it was with some difficulty, at first, that we could make up even a small school. With the aid of ministers of the Gospel on the spot, to preach to them and lecture them on the subject, we have obtained but about 60 children for our school, out of about a hundred which are in the place. We are satisfied that nothing but time and patience will enable us to bring them all out. I am sure that no one could witness the very great change in the appearance of the population of Graniteville, without coming to the conclusion that such establishments, if conducted properly, cannot be other than a great blessing to our people; and it is very clear to me, that the only means of educating and Christianizing our poor whites, will be to bring them into such villages, where they will not only become intelligent, but a thrifty and useful class in our community—useful in rendering us independent of our neighbors, and a strong arm of defence in case of need.

Many are under the impression that foreigners are used in our factories. I will state for the information of such, that a few are employed in some instances, to learn our natives, who soon become expert, and require nothing more than experienced manufacturers to direct their labor. A very few years, I trust, will render us independent even of that class of persons.

As I have taken a wide range for my subject, I cannot stop to enter into comparative profits in detail, but I feel that I would be doing injustice to the subject by merely alluding to the moral reform which such establishments are calculated to work. My most sanguine expectations have been realized in the impulse which Graniteville has given to business around—property has increased in value in every direction, and I have no doubt but a few years will render the real estate belonging to our Company worth more than half the entire investment already made, in buildings, machinery, &c. Some years ago, before we commenced the work of rearing this village, a very shrewd, observing old gentleman, in that vicinity, observed to me, that my expectations as to those barren hills would never be realized. A few days ago the same gentleman made an observation which struck me with force. He, in speaking of the improvements going on, said, that he could now see that the hills around Aiken and Graniteville would, in a few years, all be covered with white houses. And what has brought him to this conclusion? The unmistakable marks of improvement in every direction. Already do we see fine houses raising their heads on the hills around; and long before you reach Graniteville, you meet with these unmistakable proofs of thrift which invariably follow such enterprises. A hundred such villages

scattered over South Carolina, could not fail to give a new aspect to every thing around us. The remotest corners of the state would feel the hand of improvement, and such would be the change, that South Carolina would scarcely know herself. The wayworn traveler would be warned of his approach to a manufacturing village miles before he reached it, by the tasty cottages, fine residences, white fences and tastefully cultivated grounds. The same spirit would find its way to Charleston to brighten up our suburbs, and extend the dominions of our city, and soon would we see the cabbage and potato fields of Charleston Neck giving way to avenues, streets and fine blocks of houses; then, indeed, will she be entitled to the appellation she aspires to—Queen City of the South.

And I believe most sincerely, that this branch of manufactures, once fairly introduced, would be a nucleus which would bring around it all other branches of manufactures necessary to supply us with the common articles of every-day home consumption. And it certainly cannot fail to be the means of producing a great and happy change in the agriculture of our country. We are now dependent on other countries for nearly all the prime necessities of life, including the most common articles of consumption. When we look around us, we cannot but be struck with our shameful deficiency in these particulars. It would scarcely be believed in any other country, were we to tell the story, that we have not such a thing as a hatter's shop in the good city of Charleston: for one might look in vain for the smallest village in any of the Eastern states—New-York, Pennsylvania, Ohio, Indiana or Kentucky—that had not one or more establishments of this kind, where hats are made and repaired. There are no hats imported into Kentucky; they are all made at home, and principally with negro labor. Yet, strange to say, such a thing as a hat maker's shop cannot be found in our city; neither is there one in Columbia; and we believe it would be difficult to find one in the state of South Carolina.

It is not quite so bad in the article of leather, shoes, saddlery, harness, &c., for we do attempt these branches in a small way, but there is a vast amount of money sent abroad by us annually for these articles, which could and ought to be saved to the state. From the sea-board to the mountains, you will scarcely find a pair of bridle-reins that are not of Yankee manufacture, purchased with cash, including in the cost, the various charges incident to their passage from that country to this, and withal, loaded with the profits of some half dozen merchants, whose hands they have passed through; when, if things were as they should be, the purchaser, if a farmer, would obtain the side of leather from which they were made by the exchange of a few bushels of grain, taken for the domestic supply of his neighbor, the tanner; and were this the course of things, the consumer would seldom fail to receive a much more durable article, for it is a fact well known to those who tan, and deal in leather, that the southern tanned leather of superior quality finds a better market in the northern cities than is afforded here; it is there made into shoes for domestic use. Those who purchase it make shoes and sell them

directly to the wearer, and are not ignorant of the advantages of retaining the best at home for their own domestic consumption.

Paper is another article which should by all means be made in our state. Instead of this, however, a great portion of this article consumed by us is now imported into South Carolina, and many of our rags are swept into the gutters, and with our waste cotton, large quantities annually swept into our docks serve no better purpose than to rot there and generate fever.

Let us endeavor to supply ourselves with corn, oats and hay. We surely cannot consider this a profitless business, while the farmers on the Roanoke in North Carolina, and persons in Maryland, find profit in raising grain for us, after paying all the charges incident to its transit to our markets; and persons on the banks of the Kennebec, in Maine, find themselves compensated in furnishing us with hay, notwithstanding the immensely heavy charges which attend this bulky article from the interior of the State of Maine to Columbia and Hamburg in this state.

Any of our bottom lands will produce hay of as good quality and as abundantly as it can be produced in any country. There is swamp land in the vicinity of Columbia, now in cultivation, yielding three tons to the acre, worth \$1 to \$1 25 per hundred; thus producing from \$66 to \$82 per acre, with as little labor as is necessary to bestow on any other crop. Why should we not raise our own horses, mules, beef cattle, hogs and sheep? Why should we not, with our own domestic labor, spin our raw cotton into yarn and weave it into cloth? Why should we permit ourselves to be imposed on by Northern trash brought out here in the shape of shoes, while we have all the materials and labor necessary to do ourselves justice in procuring such supplies? It would be just as easy for a planter to have some three, four, or a half-a-dozen negroes employed in making brogans, as to have so many old women employed in making up clothing for the laborers. If he took care to purchase good, sound leather, he would, by this means, supply his people with shoes which, with a little care, would keep the feet dry, and last a whole winter.

Nothing but a proper direction of public opinion can produce active changes in the habits of a people, and no class of men are more reluctant to move than agriculturists. I trust, however, that a proper spirit of investigation has been awakened in the people of the old Atlantic Southern States. They seem to be alive to the necessity of changing in some degree their industrial pursuits, and it remains for such societies as this to keep up the spirit of inquiry, and to give it a proper direction. As little as may be thought of it, this Institute may prove to be the germ of a great revolution in the affairs of the people of our state, and produce blessings unnumbered on our posterity. Let us then be true to the work in which we have engaged; let us see the faces of the practical workers. We wish to see those amongst us who know how to make wagons and carriages, passenger cars, steam engines and other machinery; those who have erected establishments to make doors, blinds and sashes; those wor-



thies who have machinery at work making stockings for the ladies; those who are commendably engaged in making all the articles necessary to our luxury and comfort. You are the men we need to push on the car of reform; your example and your facts will do more in a generation than politicians, statesmen and philosophers would work out in centuries. Let each and every one of us put our shoulders to the wheel; let us encourage the formation of agricultural societies in every district in the state, that every man who feels an interest in his country may become enlisted in the cause of pushing forward scientific agriculture and the mechanic arts. We will thus be brought into contact with each other—many will be induced to write, others to read. In this way the literary will be able to impart his knowledge to the working man, and receive in return the practical results of the observant laborer. In this way we will combine our efforts to promote any changes which may be thought desirable to be effected in our country.

We have already done much towards laying the foundation of a wonderful change. The small steam cotton mill erected in our city has enlisted the attention of some of our most active and energetic men, who are young enough to witness a mighty revolution in the industrial pursuits of our state. Groups of them may be met in our streets, whose conversation proves them to be as familiar with factory statistics as the manufacturers of Boston—they are already well enough informed to enlarge the business with certainty of success, and only need the capital to make large additions to their present enterprise. It only remains for the spirit of inquiry and energy of these young men to be properly sustained, to render them worth millions to the state.

In conclusion, let me urge the good people of South Carolina to press forward in strenuous endeavors to bring about such changes as will bring into active use all the spare capital of our state, to be so directed as to develop our natural resources, and give employment to the idle persons around us. We will not, by this means, interfere with the production of cotton, but cut off the sources which are every day impoverishing us. Let us listen to no man who will tell us that our delightful climate is too debilitating for successfully prosecuting manufactures. When we have the facts before our eyes, that our raw cotton can be put into yarn for a less sum than it will cost to carry it out of the country in which it is grown, how can we doubt our ability to supply the New-England, British, French, German, and even China looms? It is perfectly idle for us to talk about combinations to shorten the production of cotton. Our only hope for successful efforts lies in making available the magnificent sources of wealth which Nature has scattered around us.

The beginning of our days of prosperity will have commenced when we shall hear our northern friends complaining of the lavish expenditure of the public purse, for the reason that it comes out of their own pockets—when we shall find them opposed to protective

laws on the ground that we will be the greatest gainers—when we shall hear the same class of men lamenting that South Carolina has discovered that she has the greatest abundance of oak bark, and can make her own leather, and that it is better for her to work it up into faithfully made shoes for home consumption, than to pay out their ready money for a foreign article, and then run the hazard of procuring a light article which, when put into use, proves to be made of leather only half tanned with hemlock bark, split into two or three parts, and imperfectly stitched or pegged together, and unfit for use in many instances, after two or three weeks' wear in wet weather.

And her prosperity will be in the full tide, when we shall hear of large factories putting up at the East to be filled with thousands of power looms to weave up our Southern yarn; when the live stock and hemp bagging which we receive from Kentucky will be brought on railroad cars, to return laden with our cotton domestics; when we shall see a large portion of the swamps of the Pee Dee, Wateree, Congaree, Edisto, Savannah, and other swamps, brought into cultivation; the Ashley and Edisto connected by a canal; the stock of the Santee Canal restored to its original value by the transit of boats loaded with grain and hay, supplying our low country with that which we are importing from other states; when our hills shall be covered with green pastures and grazing flocks of sheep, and we shall have railroads and turnpikes leading to every portion of the state; when our lumber cutters shall be found to be engaged in producing materials for the construction of towns and villages in our own state—then will the tide of our prosperity be in full flood. We will then no longer be under the necessity of looking for relief through limited production; we will have ceased to be under the fluctuations of the Liverpool market; we will have rid ourselves of that position which has made us, of recent days, a football to be kicked about by the Manchester spinners and Liverpool cotton brokers. Our tub will stand on its own bottom.

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#### ART. III.—CHARLESTON AND SAVANNAH.

ON the 462d page of the number of the Review for April, 1851, is published an article from the Georgia Sentinel, which, while it gives the preference to Savannah over Charleston, as it views the rivalry between them, does some injustice to the former city. It may have been unintended or thoughtless, but is not the less unkind and unjust. The writer says the rivalry exists between the two cities only "by reason of the singular blindness or indifference, on the part of the people of Savannah, to their own interests and capacities." "In energy and enterprise they have always been behind their Charleston neighbors," &c. Now, I would like to know what we, of Savannah, could do more than has been done? Does the writer know, that when a city of only 7,500 people, white and black, hardly

larger than Columbus, she undertook a rail-road to Macon, 190 miles long, and that she has finished it? That to the efforts and taxes of her citizens, aided by some enlightened men of the interior, is due the gigantic work which first united the western waters with the Atlantic? Does he know that the longest line of rail-road in any state, until the Erie was completed, was in Georgia, and that it could not have been finished but for the aid and influence of Savannah? Does he know that Savannah is now making a rail-road connection with Augusta on the one hand, and Columbus on the other—and that when completed, she will have built, almost unaided, about 350 miles of rail-road, and given aid and impulse to almost as much more, within the borders of her state? Does he know that two of the finest steamships on the Atlantic coast, the Florida and Alabama, are running between Savannah and New-York, and are the fruit of Savannah enterprise? Does he know that the fine steamers running daily between Savannah and Charleston, are entirely owned in the former city? Does he know—(but he does not, or he would not have thought us asleep)—the amount of tonnage on our rivers owned in Savannah? Is he aware that our banking capital is only one-third that of Charleston, and that she has one hundred years the start of us in the accumulation of money-power; and that it is this which we have most to contend with? Does he remember that we have never had a dollar of state capital or aid? The truth is, we have *not* been idle, or ignorant of our position and duties—and we have already brought more trade here than we can attend to. Our population has doubled since we entered the race—and our business, not in cotton, but in other branches of trade, has quintupled already, and is progressing wonderfully. The *Sentinel* will realize, when next autumn he sees the cars from Savannah discharging freight on the banks of the Tennessee River, and a year thereafter loading cotton at Columbus, to put it on board Ocean Steamers at Savannah, what Savannah has done. Charleston may *talk* about *her* lines of improvement to the Great West, but when the world shall see a Savannah locomotive, or freight or passenger car at Chattanooga, it will be demonstrated who has done the *work*. This *will* be seen before the first day of October. Be sure that we are at *work*, and time is daily showing the fruits of our labors.

JUSTICE.

*Savannah*, 1851.

# ART. IV.—ADDRESS TO THE PEOPLE OF THE SOUTHERN AND WESTERN STATES,

AND MORE PARTICULARLY TO THOSE OF LOUISIANA, TEXAS, MISSISSIPPI, ALABAMA, TENNESSEE, ARKANSAS, KENTUCKY AND MISSOURI.

## FELLOW-CITIZENS :—

The portion of the Union which we occupy is one of the most wealthy in the world, and produces, in proportion to population, the greatest amount of exportable commodities. Its population has been steadily increasing, and a condition of general prosperity prevails through its limits, which, if not as wide as it should be, may be said to depend upon causes altogether within our control.

Shall it be asserted, that this great section of the Union is so peculiarly *agricultural* that it can contain within its limits no large cities, no controlling centres and emporia, but must be dependent upon the Northern Atlantic sea-boards, penetrated through mountain passes, and by the most difficult and devious roads, for the vitals of commercial life and activity? Is there any necessary reason that the whole commercial strength of the nation should concentrate in the cities of the North, whilst New-Orleans, Mobile, Charleston and Savannah, are arrested in their progress, or exhibit at times even the evidences of decline? Whence is it, that Louisville, Memphis, Vicksburg and Nashville, have shown none of the progress that has marked other sections of the confederacy? Are the cities and towns of the South and South-west in particular to decline, or to remain stagnant, whilst the din of progress is heard everywhere else? Are there not sympathies and interests to bind us together in this section of the South and the valley of the West, and can we not, by a concerted action, promote our common weal? Whilst we have been idle spectators, New-York and Boston have been taking away the commerce of the rich and growing states of the North-west, which once paid tribute to us as it passed to the ocean, but which now avoids our limits, and refuses the wealth which it formerly diffused through its channels. Are the millions of the North-west more naturally allied to those of the North than to us, who occupy a part of the same great valley, and are nearer of approach; and must we forever abandon the idea of controlling, or of sharing their commerce?

These questions, fellow-citizens, have a direct and common interest to all of our states, and upon their solution will depend much of the history of this great and growing region in the future. Dense population, great and growing cities, wealth, power and influence, and political strength on the one hand—or scattering villages, decayed cities, stagnant life, and comparative poverty and imbecility, are the alternatives which seem to be presented; the realization of which may depend, in a much higher degree than we have supposed, upon our own individual agencies.

It is time that we were truly aroused to the urgencies and necessities of the occasion, whilst all the world around us is in motion. The interiors of many of our great states are as difficult practically of communication with their commercial cities, or with each other, as they would be were the restraints of separate governments and custom-house collectors interposed between them! Roads for many months of the year almost impassable, and at all times of enormously costly and laborious transit;—rivers with their insecurities and detentions, and frequent and frightful losses, exclude us from intercourse and easy connection with each other, except upon the borders of the very largest rivers. For many months of the year the citizens of Louisville might reach New-Orleans by way of New-York sooner than by that of the Ohio and the Mississippi! Nashville is at all times as distant and of more hazardous approach to New-Orleans than is New-York. Little Rock is practically as far from the ocean as if seated at the Falls of St. Anthony. But this is not the worst. Whole regions of immense fertility within our limits are shut out entirely and hopelessly from any market whatever, and in not one of our states can the citizens of the interior reach their shipping or commercial points in less time than it would take a citizen of Boston to visit New-York, Philadelphia, Baltimore and Washington, and even in many cases to stop at each of the points—and return to his home! Thus is it, that our prosperity is interrupted by causes which tend to separate us in interests and in feelings; and thus is it that we seem incapable of alliance for any great purpose, whilst other sections of the Union constitute, so far as their *interests* are concerned, always a *unit*.

If we compare the ten northern states, Maine, New-Hampshire, Vermont, Connecticut, Rhode Island, Delaware, New-Jersey, Massachusetts, Pennsylvania, New-York, with the ten southern, Maryland, Virginia, North and South Carolina, Georgia, Alabama, Florida, Louisiana, Arkansas, Tennessee, we find the population of each class of states being nearly equal, the North has 6,838 miles of rail-road in operation, whilst the South has but 2,309. Thus, in the comparison of population, the North has three miles of rail-road to our one. The comparison would be still more striking, were the states of the South-west compared with those of New-England. If we compare, in regard to territory, the area of the Northern states is less than one-fourth that of the Southern, or one-sixth, including Texas. Thus the North has four times, or including Texas, six times the extent of rail-roads to the square mile that we have.

The average cost of rail-roads at the North has been at least double that of the South;\* therefore, each individual of the North has expended on the average between six and eight times as much as each individual at the South, and each mile of northern territory has ex-

\* January 1st, 1849, there were in Massachusetts, and the adjacent states, 1,259 miles of rail-road, costing \$47,322,938—equal to \$37,587 72 per mile. The average cost of 247 miles of road, in North Carolina, was \$12,806 per mile; of 51 miles in Alabama, it was \$10,763; of the Central Road of Georgia, 190 miles long, it was \$12,702 per mile, and the Macon and Western Rail-road, 101 miles, cost only \$6,218 per mile. The Jefferson Rail-road, Indiana, cost \$8,064 42 per mile—66 miles.



pended upon rail-roads on the average between ten and twelve times as much as each mile of southern territory !

Whilst this state of things has existed, the relative commerce of the two sections has remained as follows: In 1846, the exports of northern growth and manufactures, (and much of these manufactures were from southern materials,) were \$27,331,290; whilst the exports of southern produce, cotton, tobacco, rice, naval stores, &c., were \$74,000,000, or three times as much. In 1847, the southern exports were \$102,000,000, against the northern \$48,000,000; in 1848, \$98,000,000, against the northern \$34,000,000; in 1849, \$99,000,000, against \$32,000,000.\* These facts are conclusive in evidence, that the rail-road inferiority of the southern states is not the result of inferiority in commercial and transportable commodities and wealth.

A comparison of particular states will show, too, most conclusively, that *not* the mere denseness of population has influenced rail-road construction. Thus Ohio is denser than the average of New-England, and has but one-third to one-half the extent of rail-roads. Indiana, and parts of Michigan, are as dense as Vermont. Kentucky and Tennessee both exceed the density of Maine, which has nearly 211 miles actually constructed, whilst Kentucky and Tennessee *together* have not so much; or, to compare even the southern Atlantic states with each other, Georgia, with one million of population, has twice or three times the extent of rail-roads contained in all the states of the Southwest, and South Carolina has more than Louisiana, Texas, Mississippi, Alabama and Arkansas, actually constructed, though *her* population is not one-third so great as theirs!

Will it be said that the people of New-England and the North are more migratory in their habits, more extensively addicted to travel, than the people of the South and the West? This may be true, but for no necessary reason, as the statistics of the Georgia and Carolina roads already evince; and, indeed, the experience of the North itself confirms our judgment. Time was when locomotion was as tardy and as interrupted at the North as it is here, and the disposition for travel did not then exist.

When the Boston and Lowell road was proposed, the commissioners, basing their estimates upon the extent of travel then existing, supposed that 37,500 passengers might be carried annually. This high figure was thought by many absurd. Ten years afterwards this road carried 400,886 passengers in the same time. The Boston and Worcester road was estimated at 23,500 passengers; in 1846 it reached 470,319. The Eastern road claimed 121,000; it has reached nearly one million! The Fitchburg road, based upon the results up to 1845, had calculated upon 72,000 passengers per annum. The number immediately reached 327,034. Thus the traveling propensities of Massachusetts did not create their roads, but the roads created these propensities.†

\* See De Bow's Monthly Commercial Review, Vol. X., p. 153.

† *Safety of Rail-roads.*—The chief cause of the popularity of rail-roads as instruments of travel, is their safety. No other conveyance can compare with them. Not even pri-

Where, then, are the obstacles to southern and western rail-road improvement, if they do not exist in the want of merchantable products for a market—in the density and extent of population—in traveling propensities, or other sufficient facilities of transport? Can such obstacles exist at all among a people who have within themselves, for a large part of the year, abundance of negro labor applicable to the construction of roads at cheap expense, abundance of timber to be had without cost, abundance of public lands ready to be donated, and which will in some instances contribute half the expense of construction\*—a level country requiring little grading, and no right of way to be purchased, an immense consideration in other quarters? There is not a people upon the face of the earth who can, at so cheap an expense, checker every section of their fertile territory with the iron bands of travel and of commerce, or hear in every part of their limits the shrill pipe of the locomotive.

The importance of speedy, cheap and uninterrupted communication between the people of the same, or of neighboring states, is felt in the cheapening of commodities, and, of course, in the increase of their consumption and production; in the enlargement of the area tributary to their great towns, and in the extension of the benefits of these towns; in the diversification of labor and employment; the promotion of commerce; the removal of prejudices; the strengthening of bonds of harmony and peace,—the realization of greater security and strength during actual war! In a republican government more than in any other in the world, these arguments should be held irresistible and conclusive in favor of such speedy, cheap, and uninterrupted communication.

It is curious to reflect upon the tardy progress which the world has made in the means of transport and conveyance, until within the experience of the present generation of men. Only eighty years ago, in proud old England, the traveler, Arthur Young, bewailed the "perils" of her best turnpikes. "Let me most seriously caution all travelers who may accidentally propose to travel this terrible country, to avoid it as they would the devil, for a thousand to one, they break their necks or their limbs by overthrows or breakings down." "This is a paved road infamously bad; any person would imagine the people of the country had made it with a view to immediate destruction, for the breadth is only sufficient for one carriage; consequently it

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vate carriages. There were in operation, January 1st, 1849, in Massachusetts, and the adjoining states, 1,259 miles of rail-road; and in 1848, (as far as reported) there were transported on these roads 19,474,203 passengers within six years; there were 22 passengers killed—53 employers, and 42 other persons—in all, 117. In England it is estimated that the chances of a man's losing his life in traveling 300 miles, is as 217,879 to 1; and that out of 400,000 packages of merchandise only 1 is lost. By a return made to the English Legislature, we find a statement made of accidents which had occurred in England, Ireland and Scotland, for half a year. Ninety persons had been killed; of these, thirteen died from causes which the parties deceased could not have averted. Fifty-seven had died from misconduct or carelessness on the part of the deceased themselves. Ninety-nine had also been wounded; and the whole number of passengers had been, during the half year, no fewer than 26,330,492 persons. These facts illustrate very fully the safety of this mode of travel."

\* For dangers, etc., of river travel, see Appendix to this Address.

\* See Appendix in Illustration.

is cut at once into ruts," etc.—"Let me persuade all travelers to avoid this terrible country, which must either dislocate their bones with broken pavements, or bury them in sandy mud." This was spoken in 1770, of one of the wealthiest portions of England, which is at present, according to Dr. Lardner, reticulated with rail-roads, upon which tens of thousands of passengers are daily transported at a speed varying from 30 to 50 miles an hour!

What is true of England is true even in a higher degree for the United States, since many of us can remember the time when whole days, and even weeks, were occupied in passing between the most populous and frequented cities of the North, which now employ as many hours; and when New-Orleans was practically as remote from the City of Washington as is the Bay of San Francisco or the mouth of the Columbia.\* Notwithstanding the extraordinary improvements which have been made, many populous and wealthy portions of the South and West are in no better condition than were the parishes of England in the time of Adam Young. "Sir," said a farmer to us in Newberry, S. C., "talk of the expense of wagoning to market my cotton, eating up the profits of my crop. It does more, sir. I could take you to the Buzzard Lane and show you, besides the profits of my crop, some dozen mules and horses eaten up by the mud holes. I could take you to the grave-yard hard by, and show you where lie buried my dear friends, who have died of exposure while wagoning over these cursed holes," etc.

Rail-roads are the creations of the present age, and have reached their maturity almost at one bound, if we can call that maturity, which is always progressing and achieving results (that excel the dreams of ancient or oriental fabulists) higher and higher, and more rapidly than they can be chronicled.

The Manchester Rail-road, in England, has the credit of having been the first in the world; and Mr. Stephenson, its projector, was laughed at very generally for his folly in supposing that twelve miles an hour might be attained on this road. This was in 1832.† In 1840, there were 1,300 miles of rail-roads in Great Britain; in 1841, 1,500; 1845, 2,400; 1850,—†

The first rail-road in the United States—a petty affair of four miles—was employed to carry granite at Quincy, and was built in

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\* Mr. Balfour, of Massachusetts, says:—"The first rail-road charter in the United States was granted March 4th, 1826, to convey granite from Quincy, Mass., to tide-water. The first rail-road in the United States, on which passengers were conveyed, was the Baltimore and Ohio road, chartered February, 1827, and partly opened December 28th, 1829. A single horse was employed, carrying 41 passengers at the rate of 12 miles per hour. Benjamin Franklin, in 1743, advertises that the northern post will set out from Philadelphia for New-York on Thursdays—the southern post on Mondays—going every fortnight during the summer season! There are now three daily lines between Philadelphia and New-York. The news of the Battle of Bunker Hill was two weeks in reaching Philadelphia. William Ellery, a delegate to Congress, 1777, was 25 days journeying on horseback from Dighton, Mass., to York, Penna.; and Josiah Quincy, in 1773, was 33 days in a journey from South Carolina to Philadelphia," etc.

† They laughed more heartily at Mr. Clinton. "Where is the water to come from to fill up this great ditch?" "You need have no fears upon that subject—the tears of the people will fill it."—*Debate on the construction of the Erie Canal.*

‡ See Appendix for the Statistics.

1825, though in January, 1829, says the *Rail-Road Journal*, there was not a road in operation on which locomotive engines were successfully used as the propelling power! In 1832, there were ninety-two miles in operation, and the utmost that was claimed for them was, that they would answer for light parcels and passengers. In the 20 years that followed, there have been constructed 7,000 miles of rail-roads in the United States.\*

Up to 1845, there had been expended in the United States 110 millions of dollars upon rail-roads, which were yielding at that time an average interest of five per cent.; whilst in the same period 150 millions had been squandered on banks, which had carried ruin before them.

Let us briefly consider some of the effects of rail-roads as they manifest themselves upon population, industry, wealth and society.

1. *Upon Population.*—It will not be denied that very much of the settlement of a country depends upon the capacities afforded of communication and transport. Even inferior lands will be cultivated, if within reach of a market, whilst the most productive will remain in a state of nature, or with the most limited population. The arguments which apply to common roads are strengthened in the case of turnpikes; still more on plank roads and canals, and in the highest degree on rail-roads, which introduce the potent element of steam. It is common experience that settlements and large towns will spring up on the route of a rail-road, where hitherto nothing but farm-houses were to be seen, except at its *termini*. The traveler at the North will be struck with this every hour. These villages and towns become themselves the centres of a back population, and give rise to the opening of new lands, and thus the area continually widens. The history of the West is strongly in point. When she was shut off from the Atlantic by a road of 60 days, or a flat boat navigation quite as long, the progress of population and products was slow, revolutions were openly discussed, and a separate government adequate to her necessities, proposed. The power of rail-roads and steam has changed the whole aspect of things, and the West, which had but 300,000 at the close of the last century, contained, in 1820, 2,207,463; in 1830, 3,672,569; in 1840, 5,302,918, and reaches nearly 10,000,000 at the present time. How much larger might have been the population, had facilities like those of New-York and Massachusetts been enjoyed, may be readily imagined. It will not do to argue that population must come before rail-roads. It is possible to stimulate and excite it! If the *natural* facilities of rivers and navigable streams exercise great influence on the growth of population, as in the history of settlement none can deny, will not other facilities of a like, or even a different character, have the same effect? Population follows the rivers, and not rivers the population, and so is it of rail-roads.

2. *Upon Industry.*—A people dependent upon mere production, and incapable of exchanging, can only remain in savage barbarism.

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\* See Appendix for Extract, from De Bow's Review, in further illustration.

The first step in progress is barter ; for without it, production will be confined to the mere abject necessities of life. Trade stimulates new energies, and life, and ultimately civilization. Industry is its hand-maiden. Manufactures go hand in hand with it, for every article of manufacture, except the very rudest, presupposes exchange, since the skill of the field laborer must be supplied by that of the artisan. The frequency of exchanges, and the capacities for them, thus operate upon production and fabrication. The Indian hunter will transport on his back, or in canoes, his peltry, hundreds of miles, to the trader. This is exchange under the greatest conceivable disadvantages. The Mexican trader will supply the interior commerce upon pack horses across great deserts. This is commerce at one remove ; but still, under such discouragements, it cannot thrive, and thus Mexico remains, from age to age, without improvement or progress. The wagon, the flat-boat, the ship, the steamer and the rail-road, are successive steps in advancement. New wants spring up with the facilities of their enjoyment, and new energies are diffused. The poorer classes become consumers of what formerly was confined to the wealthy. The wealthy look around for new marks to distinguish them from the commonalty ; thus industry is everywhere taxed and encouraged, manufacturing towns spring up, and villages grow into immense cities. The forests give way to the axe, and the age of highest civilization is ushered in.

3. *Upon Wealth.*—We shall confine ourselves here to a few facts, which go to show the immense results which have grown out of the construction of rail-roads. They are the creators of wealth in more than one way. As a source of profitable investment, rail-roads have not been surpassed by any other. We have stated, the actual earnings on the roads of England are over four per cent.\* on the present value of shares, whilst the interest on money is much less. If there has been a depreciation in the stocks of the roads, it is easily accounted for by the monomania which induced the construction of roads that were unnecessary, and by the reckless and extravagant system of construction, incident to the infancy of all novel enterprizes. The same remark applies to the United States, where the dividends of roads average over five per cent., though in Massachusetts this average reaches eight per cent. ; whilst upon many roads in the country ten, and even a much greater per cent., has been realized by an economical management. No other investments of capital have paid more, and if we take a long series of years, no others have paid so much. Losses, to be sure, have been incurred, and immense amounts sunk, as our own State of Louisiana may exemplify, but in what department of business has experience been otherwise ? Certainly not in commerce, certainly not in banking, nor even in agriculture and manufactures. Visionary and impracticable schemes, and ruinous extravagance, will find their place in every branch of human affairs. In the United States they have been, perhaps, less felt in the matter of rail-roads than in any other matter. Nor is it in actual dividends alone that rail-road profits are achieved. Far from it. These are among their least advan-

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\* De Bow's Review, March, 1850, Vol. VIII. New-Orleans.



tages. Proprietors, urban and rural, feel their effects primarily and to the largest extent. If the whole amount of the investment were forever *without* dividend, it would be good economy often for the landholders if they contributed every cent of it. The enhancement of the value of property has in many cases paid tenfold the value of the investment. Throughout the Union property has received an actual tangible benefit to a much greater amount than the cost of all the roads in it. New-York is a strong illustration. In the 15 years which immediately succeeded the construction of the Erie Canal, the value of property in the city advanced 149 per cent., though in the preceding ten years it *had not advanced one dollar*; the per cent. increase of population being not much greater immediately after than before the construction of the canal. "Wherever rail-roads have been constructed," says Colonel Gadsden, of South Carolina, "property has risen in value, and new stimuli have been given to trade and intercourse. These are not speculative views, but realities. The appreciation of property in Boston from the roads converging upon that city has been estimated at thirty-seven millions of dollars. A reference to the statistics of Carolina roads will show, that property and trade has, within the last fifteen years, and since the completion of our rail-roads, increased in a greater degree on the Neck, in Colleton, Barnwell, Orangeburg and Edgefield, than in any other portion of the state," &c.

He says again: "I shall show that trade has expanded, and the value of real estate increased, since the establishment of the rail-road. Any one who will make the inquiry, will find that land all along the road to Hamburg and Columbia for five miles each side of it, has appreciated in value since its construction, 50, 500, and in some cases, 5,000 per cent., and where before its construction there were not twenty thousand dollars of trade, there is now upwards of \$250,000. The valuation of property on the South Carolina Rail-road, compared before and since its construction, shows—1830, \$11,337,012; 1846, \$19,075,157: gain, \$7,638,145. The city of Charleston shows real estate, 1830, \$8,366,914; 1840, \$13,527,743: gain, \$5,160,829. This increase in trade, and the value of real estate, I insist has been principally attributable to the introduction of rail roads; and if the saving were added to the gain, the advantages would appear almost inappreciable."

The statistics of New-York and Boston are even more interesting in showing the results of rail-roads.

## BOSTON.

	Real Estate.	Personal.	Total.
1841 .....	62,063,000	36,043,600	98,106,600
1842 .....	65,509,500	41,222,800	106,733,300
1843 .....	72,048,000	46,402,300	118,450,300
1844 .....	97,764,500	64,595,900	162,360,400
1850 .....			266,646,844
Increase of real and personal estate from 1841 to 1845 .....			\$74,253,800
Deduct cost of rail-roads in Mass. to that time .....			30,244,926
Nett gain, supposing the roads dead stock .....			\$44,008,874

The same period of five years in New-York, showed a falling off in the value of real estate from \$251,194,920 to \$247,152,303, an amount equal to \$4,042,617. This striking fact has alarmed the New-Yorkers, and set them to work in such a way as must restore the equilibrium. Within the last five years both cities have continued their amazing strides.

We turn now to our neighbor and enterprising city of Mobile for illustration. The assessment rolls of real and personal estate, published by authority, shows that the total value of property, which from 1836 to 1847 had averaged \$20,000,000, had declined in 1847, '48 and '49 to \$12,000,000. The result was on all sides evidences of general decay. Rents fell, business declined, and emigration commenced its inroads. The glory of Mobile had departed! But these things were not to last. The stake was too large a one. Property holders awoke from their sleep of death. They looked around. The grand conception of a rail-road to the Ohio was formed. Many laughed and sneered. Thousands doubted. But the work gained steadily in favor, until now, its realization is demonstrably certain. In a single year the real estate of Mobile has advanced \$5,000,000; rents have taken a new start; lots are sold at an immense premium over previous rates, and general confidence has been re-established throughout the city. The St. Louis *Reveille* says:

"That the remarkable increase in the price of property in St. Louis this spring, as shown by the late sales of real estate in that city and the suburbs, is referable, in no small degree, to the anticipated construction of rail-roads having their termini at St. Louis. Since the passage by the Illinois legislature, of the charter for the Ohio and Mississippi Rail-road, foreign capital and enterprise have been directed to that point, and large amounts have been invested in the last two months in real estate, at prices far in advance of those hitherto commanded by property at the same season, and under circumstances of an ordinary character."

The next illustration is Virginia; and here we quote from the late able message of Gov. Floyd. "The wisdom of the policy stands fully vindicated by the recent assessment of lands in the commonwealth, which shows an increase of  $29\frac{1}{2}$  per cent. upon our entire landed property during the last twelve years, or an aggregate increase in the value of real estate alone, since 1838, of \$62,749,718, while the increase between the assessments of 1819 and 1838 was only \$5,036,530, or two and a half per cent. The total value of lands in the state, in 1819, was \$206,893,978; in 1838 it was \$211,930,508, and in 1850 it is \$274,680,226; which shows an average increase each year, since 1838, whilst the system of internal improvement has been in operation, equal to the whole increase during the nineteen years prior to that time. This result has been owing chiefly to the impulse imparted to the industry of the state by the facilities which her public works have afforded to our citizens, for transporting their produce to market. Portions of our country which, twenty years ago, were scarcely inhabited, are now thickly settled, well cultivated and prosperous. A tax-paying fund has been thus provided, which will constitute, through all time, a valuable addition to the permanent capital of the commonwealth."

Governor Floyd also presents, in a strong light, the comparative growth of Boston. "The advancement of Boston is beyond all example. The value of her property has increased from 120,114,574, to 266,646,844 dollars; over twelve per centum annuum, or more than double the legal interest in Virginia. The population of the city has increased with an equally surprising rapidity. The population of the state has advanced from 718,592 to 973,715, an increase of 255,123. Every vocation of life has partaken of this prosperity and thrift. Agriculture, manufactures, commerce—all branches of industry, are advancing with an unparalleled rapidity; and the future prospects of Boston continue still to be as brilliant as those of any other city in the Union. That this great increase has been the result of her railway improvements, is denied by none—no other element of prosperity than this has been added to those always possessed by her; and we have therefore a right to infer that from this source flows the extraordinary tide of wealth. In 1839, Boston had 167 miles of rail-road radiating thence in various directions; in 1850, she is connected with 3,000 miles—one third of which lies within the territory of Massachusetts; 1,350 within the borders of other New-England states; and six hundred and fifty in the state of New-York. These great works have enlarged the area of country which contributes to her commerce, probably tenfold, and the effect is unprecedented. Her annual manufactures are worth \$91,000,000; and the home trade of Boston is estimated to be worth annually the immense sum of \$200,000,000."

Baltimore, too, exhibits the effects already of a wise and liberal rail-road policy. The Baltimore and Ohio road, though incomplete, has paid a dividend during the past year of more than ten per cent.; and such has been the effect produced by it already upon the commercial prosperity of Baltimore, that it is said "she is now compensated for her subscription of \$3,500,000 to the work."

The increase in the value of real estate in the counties bordering on the Vicksburgh and Jackson Rail-road has been estimated to be from \$700,000 to \$7,000,000, whilst on the Nashville and Chattanooga road, in four counties, the gain in the value of taxable property has been \$2,554,639.

"I confess," said Mr. Segur, in an able speech delivered several years ago to the Legislature of Virginia, "that if a canal or rail-road were to depend, for the reimbursement of its cost, upon the production usually made at the time of construction, indemnity would be out of the question. But *present* production forms a very inconsiderable portion of the elements of transportation and profit. We must estimate the increased production caused by the improvements themselves, gradually progressing from the ordinary amount to the highest point to which the means of the state will admit augmentation—and that is almost incalculable. We must take into the estimate the opening of new channels of trade, and the filling up of old ones—the creation of manufactures—the opening of mines—the expansion of trade in all its ramifications—the rising up of cities—the growth of population—the increase of traveling resulting from increase of facilities of communication."

There can be nothing more striking in the history of rail-roads, than the manner in which they have triumphed over the strongest and most inveterate opposition, and baffled in their results the wildest calculations of their set and sanguine advocates. The London Quarterly Review made infinitesimal of the proposition that an eventual speed of 18 or 20 miles per hour might be attained. "The gross exaggerations of the power of the locomotive engine may delude for a time, but must end in the mortification of those concerned. We should as soon expect the people of Woolwich to suffer themselves to be fired upon by one of Congreve's ricochet rockets, as trust themselves to the mercy of such a machine, going at such a rate." In the present year, upon the Great Western road in England, 48.2 miles per hour has been attained on an average run, without stoppage, and we learn, also, in some cases the ultimatum has been sixty miles! A member of Parliament declared in opposition to the Manchester road, "that a rail-road could not enter into competition with a canal. Even with the best locomotive engine, the average rate would be 3½ miles per hour, which was slower than the canal conveyance."\* The Buffalo and Albany Rail-Road even now runs side by side with the great canal of New-York, a distance of 350 miles, transporting its passengers at 1.72 of a cent. per mile, whilst the Pennsylvania road has transported coal at 1 cent per ton per mile, and the average of freight on the roads of New-England, is about two cents per ton per mile on the heaviest goods. The Providence road has transported passengers at 1 cent per mile, and the average freights on British roads, with their enormous expenditures, is 2d per ton on bale goods.

Let us now furnish some tables showing the increase of business upon different roads.

Name of Road.	Estimated No. passengers before opened.	No. Passengers soon after opened.	No. Passengers carried in 1848
Boston and Worcester.....	23,500	262,830	807,143
Boston and Lowell.....	37,400	400,886	525,764
Fitchburg.....	71,790	327,034	745,825
Eastern.....	121,700	498,026	1,021,169
Boston and Maine.....	—	460,426	1,057,569

TABLE SHOWING THE INCREASE OF PASSENGERS ON VARIOUS ROADS.

Names of Roads.	Year.	Number of Passengers.	Year.	Number of Passengers.	No. of yrs.	Increase.	Per ct.
Boston and Lowell.....	1846	400,886	1848	525,764	2	124,918	31
Fitchburg.....	1843	196,669	1845	745,825	3	549,156	280
Western.....	1842	190,436	1844	405,614	6	215,178	113
Boston & Worcester.....	1843	262,830	1845	807,144	5	544,313	207
Old Colony.....	1846	213,144	1848	552,203	2	339,059	159
Eastern.....	1842	431,000	1844	1,021,169	6	590,169	119
Boston & Maine.....	1846	460,426	1848	1,057,569	3	597,143	129
Boston & Providence.....	1846	476,525	1848	569,127	2	92,612	119
Utica & Schenectady.....	1843	147,868	1845	270,413	5	122,545	83
Utica and Syracuse.....	1843	111,843	1845	216,807	5	101,964	89
Auburn and Syracuse.....	1843	83,316	1845	154,215	5	71,899	86
Auburn and Rochester.....	1843	105,190	1845	209,259	5	104,069	99
Tonawanda.....	1843	67,604	1845	148,443	5	80,839	120
Attica and Buffalo.....	1843	68,896	1845	146,235	5	77,339	112
Baltimore and Ohio.....	1843	149,533	1845	270,616	5	121,083	80

\* Mr. Wood, in his history of Rail-Roads, says, "nothing can do more harm to the adoption of rail-roads than the promulgation of such nonsense as that we shall see locomotive engines traveling at the rate of 12, 16, 18 and 20 miles per hour."

The subsequent progress of these roads has been in a similar ratio. In freights the Western Road, Massachusetts, had a revenue of \$246,351—in 1848, 781,030; the Boston and Worcester, 1840, \$96,950—1848, \$123,111; Boston and Providence, 1840, \$67,950—1848, \$123,111; Eastern Road, 1840, 41,837—1848, 101,088; Boston and Lowell, 1840, \$104,569—1848, 260,129.

The southern roads exhibit results equally gratifying, as the following will show:

## BUSINESS OF SOUTH CAROLINA RAIL-ROADS.

	Miles Run.	Passengers.	Up Freight.	Down.	Total Receipts.	Bales Cotton.	Barrels Flour.	Bushels Corn.	Bushels Wheat.	Barrels Turpentine.
1834	154,000	26,649	\$55,009	\$98,905	\$166,550	24,567	....	....	....	....
1835	160,072	34,233	89,237	42,546	249,754	34,760	....	....	....	....
1836	161,160	39,216	101,335	38,699	271,614	28,497	....	....	....	....
1837	153,000	41,554	84,958	53,311	280,215	34,395	....	....	....	....
1838	190,264	44,487	111,027	52,395	323,381	35,346	....	....	....	....
1839	232,832	37,283	129,776	74,547	429,849	52,585	....	....	....	....
1840	232,656	29,279	110,732	77,771	388,127	58,496	....	....	....	....
1841	236,108	35,141	105,951	56,035	336,538	54,064	....	....	....	....
1842	286,995	33,925	131,989	95,876	408,705	92,336	....	....	....	....
1843	313,908	37,740	129,337	118,524	442,931	122,047	....	....	....	....
1844	310,812	54,146	163,778	148,769	532,870	186,638	....	....	....	....
1845	342,435	56,785	179,803	162,514	569,266	197,657	....	....	....	....
1846	345,893	64,36	172,291	179,399	589,082	186,271	12,148	....	....	48
1847	327,539	77,579	201,481	186,153	656,275	134,302	19,043	334,761	4,087	3,186
1848	352,431	75,149	217,071	318,523	800,073	274,364	15,447	201,177	2,307	5,753
1849	..	92,713	268,483	353,507	892,403	339,999	....	....	....	....
1850	..	117,351	310,616	292,739	912,730	284,935	....	....	....	....

Calculating the saving in transportation, &c. at 50 per cent., Col. Gadsden shows an *annual* gain to the state of \$70,000 on passengers, and \$400,000 on freights, nearly one half million of dollars, upon rail-roads, whose cost has been \$5,699,736, independently of the revenues of the road.

Speaking of the Baltimore and Ohio Rail-Road, the Rail-Road Journal says, "The immense amount of freight collected on the lines, and destined for the sea-board, rendered it almost impossible for the company with their old arrangements to dispose of it; and as the coal trade grew in importance, it called for greater accommodations than the company were able to give. The amount of passengers carried per annum, 331,170.

The Central Rail-Road of Georgia, from Savannah to Macon, exhibits the following:—

Receipts.....	1844.....	\$323,424
" .....	1845.....	368,450
" .....	1847.....	383,863
" .....	1848.....	500,000

An official report of the City Council of Savannah says, "It is perhaps a remarkable fact in the history of this road, that, projected and commenced as it was in the infancy of such improvements, and from a port on the sea-coast with a population of white and black of only about 10,000 persons, to a town distant 190 miles, with only 4,000 persons, and through a country almost a wilderness, it should have sustained itself amid all the embarrassments of the times, and without sacrifice of capital or credit."



The increasing business and the saving of freights upon the canals of New-York, present one of the most extraordinary events of the age. The cost of freight from Buffalo to New-York before the construction of these canals, was \$100 per ton. The canal committee supposed it might be reduced to \$10 or \$12, whereas, in fact, the average of freight from Buffalo to New-York from 1830 to 1850 was \$8 81, and in the last three years it has been reduced to \$7 50 per ton, 364 miles. The return rates are higher. With the enlargement proposed, freights will again be reduced one-half. Charles Ellet, Esq., engineer on the Virginia Public Works, estimates the freights on canals, exclusive of tolls,  $1\frac{1}{2}$  cents per ton per mile; on rail-roads,  $2\frac{1}{2}$  cents; McAdam roads, 15 cents; turnpikes, 15 to 20 cents; steamboats on the lakes, 2 to 4 cents; on the Mississippi and Ohio,  $\frac{1}{2}$  to  $1\frac{1}{2}$ , or an average of  $\frac{3}{4}$  to 1 cent.

If there were wanting other considerations to induce the people of the South-west to enter upon the construction of a system of rail-roads, extending through every part of their limits, it would be easy to find them in the peculiar position which they sustain with relation to the rest of the world. They have an interest in each others' prosperity, founded upon common hopes, and fears, and dangers. Menaced, as they are, from so many quarters, it becomes them, in every possible way, to strengthen themselves *at home*. The interests of Mobile, New-Orleans, Charleston, or Savannah, in each other's advancement, are stronger than their interest in the advancement of Boston or New-York. These interests should preclude all jealousies and rivalries, and induce a generous co-operation in every instance where the benefit of the whole South is at issue. Such a course cannot be in conflict with the individual interests of any. By opening or creating new avenues of trade and production, and extending our operations at home and abroad, it is possible for these cities, and all others in our midst, to go on enlarging, and increasing, and extending their influences, without at all affecting the progress of each other. In so wide a field there will be room for all. The progress of Boston has *not* destroyed New-York, but has rather diverted her energies into new and profitable channels. It was an idea of the Middle Ages, as barbarous as it was false, that one community could only advance at the expense of another. The benefits of trade are reciprocal.

It is not true, that we at the South are deficient altogether in the spirit of progress and improvement, and can only be fed by the labors of our fellows. The South has had triumphs enough to satisfy us that the principle of progress is here, though latent for the moment, and that it only requires the proper stimulant to be brought into an activity which shall know no rest. She had at one time the longest rail-road in the world, and was the first to project a rail-road across the mountains to the banks of the Ohio; an enterprise considered, at the time, the most stupendous in the world.\*

The West, too, full of youth and vigor, has a high destiny before

\* The Charleston and Hamburg and Louisville Road.—*De Bow's Review*, February, 1851.

her. She finds among us consumers of her bread-stuffs and provisions, to an enormous extent; and when she becomes, as she is destined to be, the great manufacturing centre of the world, her material and her markets will be found in this quarter.\* Her interests will be subserved by a more immediate connection with us, and she will find us ready to co-operate heartily in every enterprise which shall make for her interests and progress. New-Orleans, in every period of her history, has been the emporium of the West, and New-Orleans will only give up that distinction after the most unremitting and Herculean struggles have exhausted her energies. The sceptre has *not yet* departed, and if her citizens are true to themselves, the sceptre shall not depart. As the West grows in population, she must consume more of valuable goods favorable to rail-roads; her rivers, in favoring population, are rather an advantage than an impediment to their construction, and roads may be constructed from the levels existing, at one-half or one-third the cost of the roads in the East.

"The West in sixty years will probably contain one hundred millions of people. The East will then have but twenty millions. The West, in its level surface, cheap materials, and free right of way, may build the best class of rail-roads, at less than half the cost of the Eastern rail-roads, and run trains on them at a greatly reduced expense. The West offers now the first choice of routes—a choice that a few years will show to be of immense advantage to those who wisely avail themselves of it. In number and variety of exchangeable products, except manufactured goods, the Western rail-roads will obviously have the advantage of the Eastern, for freight, and in manufactures the prospects of a great increase is not less for the Western than the Eastern states. In her auxiliary means of commerce, her navigable rivers, lakes and canals, the West proffers additional inducements to the construction of roads."

A well informed authority further remarks of the construction of Western and Southern roads. "The cost of constructing in the different parts of our territory, containing a primitive soil, broken by abrupt hills and deep valleys, is very great. Here but few natural levels are to be found; and the excavation for their tracks sometimes widening along the valleys of rivers, thus prolonging the distance from point to point, have to be made frequently through stony hills, which are often blown up at great expense; tunnels are to be seen through solid rocks, and viaducts over the frequent streams. This must necessarily be the case throughout the greater part of New-

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\* The facilities for manufactures in the West, from the cheapness of labor and of food, the abundance of coal and iron, and the saving in transportation, have already attracted the attention of capitalists in New-England, and found a place among the discussions of the manufacturers of Great Britain. There can be no doubt that the seat of cotton manufactures in America will be on this side of the mountains, and the able arguments and statistics of Hamilton Smith, of Kentucky, have unanswerably shown it. The experiment at Cannelton, Indiana, has answered the highest expectations. In the South-western States manufactures, under the new and liberal spirit of enterprise which is dawning among us, must be stimulated into a very high development. What we want is a few judicious heads to take the lead. Even a single resolute and enterprising man could work a revolution here.

England and Eastern New-York, as well as in Pennsylvania, where tracks are laid out, even through ridges of the Alleghany mountains. Such, however, is not the fact throughout the South and greater part of the West, where the land is level, and an alluvial soil easy to excavate, prevails. There is yet another great advantage possessed by the Southern and Western roads so far as cost is concerned, in the circumstance that wood, which is an important expense in the item of propelling the cars at the East, is found in great abundance throughout the greater part of the new country; and from the level character of the soil, the tracks of the rail-roads may be run in direct lines from point to point. The soil of these sections of the territory is very mellow, so that the expense of excavation will be comparatively small."

The principle laid down in the following remarks may be assumed to be correct, not only for New-Orleans but for any other city, and should underlay any system of works which may be commenced in the South-west.

"The sum of the commerce of a seaboard city is regulated by the number and extent of the interior cities representing its several tributary basins; to draw off the tribute of one of those cities or basins is to diminish the commerce of the original outlet by a corresponding amount.—If the Chattanooga Rail-road draw off the business of Nashville to Charleston, the commerce of New-Orleans is diminished by an amount corresponding to the trade of the Nashville basin. On the other hand, to extend the area tributary to one of her interior cities—to increase its production or stimulate its industry, is a gain to that amount to the business of the sea-board city. For example, to extend the area tributary to the city of Natchez or to the city of Memphis, is a gain to the amount of the extension by the city of New-Orleans."\*

It thus occurs that the interests of the sea-board city are as much subserved by the interior rail-roads as if their *termini* were actually at its wharves, and that a sound policy will not be satisfied with contributions only to roads having such a terminus. It is possible to receive more actual benefit from a road 100 or even 500 miles away, than from another whose locomotive smokes in our suburbs.

There are three classes of roads, whose discussion belongs to the present occasion, and which we shall briefly pass in review, with such statistical details and information as will enable the reader to form an accurate idea of the enterprises, present and prospective, of the South-west and the West, whether of a character tending to the advancement of their own cities, or those of other sections of the Union.

I. In the *first class* will be embraced the roads in the states of Kentucky, Tennessee, Missouri, Arkansas, Mississippi, Alabama, Texas, and Louisiana, as forming a system in which New-Orleans, in particular, has a *primary and paramount interest*.

II. In the *second class* is included the roads of Ohio, Indiana, and Illinois, constituting a system in which New-Orleans *may or may not be beneficially interested*.

III. In the *third class* are the roads of Massachusetts, New-York, Pennsylvania, Virginia, South Carolina, and Georgia, all of which, in

\* De Bow's Review, Vol. X. New-Orleans, 1851.

tapping the resources of the West in a greater or less degree, are drawing upon the resources hitherto controlled by New-Orleans, and may thus be considered *antagonistic roads, to that extent*, though the last three are exercising beneficial tendencies upon the whole South.

We begin with the first class, and take the states in the order in which we have named them :

1. *Kentucky*, which has at present but the short road connecting Louisville, Frankfort, and Lexington, proposes to extend this road so as to intersect the Virginia road at Guyandotte on the one hand, and on the other hand, to connect at the Ohio with the Indianapolis and Madison Rail-road, whose ultimate destination is on Lake Michigan. More lately a proposition is in discussion for the construction of a road to the city of Nashville, and thence to Memphis, or more directly to the latter point. A convention has been called to determine upon the practicability of this road. In behalf of the road it has been ably urged—

"The rail-roads of New-York hold Cincinnati at present within their influence; and, operating from that point, New-York, by drawing trade in the opposite direction, is sapping the prosperity of Louisville. An extension of a Memphis and Nashville road to Louisville will hold trade to its original direction, and, by maintaining Louisville against the otherwise ruinous influence of Cincinnati, preserve the prosperity of Louisville, as part and parcel of the prosperity of New-Orleans. All the trade on the north side of the road from Memphis to Nashville, will be caught on its rails and whirled off to New-Orleans.

"On every consideration, it may be concluded that this Louisville and New-Orleans Rail-road—a road of 370 miles, in reality, though a road of 700 miles in result,—is the first, as it is the best, in the policy of New-Orleans.

"Louisville, situated at a point where much of the business of the upper country must, for a great part of the year, take the rails, on its way to New-Orleans, will necessarily become, under the influence of this road, the greatest city on the Ohio. The road to Memphis being the only means of preventing a change in the direction of trade from Cincinnati, will compel that city to pay tribute to Louisville; whereas, without this road, business following the direction of New-York, Louisville, absorbed into a system, in which, taking the part of an extremity which trade flows *from*, rather than a centre which trade flows *to*, must inevitably dwindle into a tributary to Cincinnati. The importance of this road to Louisville is, perhaps, even greater than to New-Orleans."\*

2. *Tennessee* having, in course of construction, or nearly completed, her road from Chattanooga to Nashville, to connect with the Charleston and Savannah rail-roads, and another road from the same point to Knoxville, intended to be continued to Abingdon, intersecting there the Abingdon and Lynchburg or East Tennessee and Virginia rail-road, whose terminus is Richmond, and extending still further to the north-east, to intersect the Baltimore and Wheeling road, proposes in addition the roads we have referred to as connecting Nashville or Memphis with Louisville, and a road from Chattanooga to the city of Memphis. This last road has been advocated in New-Orleans, as one greatly to her interest in arresting the trade of North Alabama and Middle Tennessee, from its present direction to the Atlantic sea-board, and a very handsome subscription was received

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\* De Bow's Review, Vol. X.

from its citizens. Whether the road will have that effect or not, may admit of some question. It would seem, at the worst, that the road offers but the choice of markets to the planters of those sections, who otherwise, from the difficulties of reaching the Mississippi River, might *always* take the cars to Charleston in preference. It would seem, also, to be the policy of New-Orleans, that every rail-road from the Atlantic sea-board penetrating the valley, should find its terminus *invariably at the river.*

3. *Arkansas.*—This now prosperous and thriving state, with a population of 209,641, and a crop of 100,000 bales of cotton, has not within her limits a single mile of rail-road. A citizen of Memphis has proposed two roads for the people of Arkansas, which we have understood meet with great favor in that state. 1st.—A road from opposite Memphis to St. Francis, with two branches from that point, one into the heart of Missouri to Erie, on the Osage River, and the other to Little Rock, the capital of the state. 2d.—A road from Little Rock to Lagrange, on the south-western extremity of Arkansas, to connect with a road at that point extending to Natchez, Miss. These roads form a system for Arkansas, which must exert an extraordinary influence in developing her resources, and putting her far in advance of her present position in this era of progress. The arguments in their favor are thus strongly summed up by Mr. Hewson:

"The road from Memphis to the Osage must form the basin of a system of roads. Though only some two hundred and fifty miles long, it suggests, indeed will force, junctions, extensions, branches, to an extent much greater than its own. The branch from St. Francis to Little Rock, the first link in a southern route to the Pacific, will be 90 miles long. A branch road westward from Elizabeth will open up the country to the head waters of White River. A northeasterly branch from Jackson, or Canton in Arkansas, will penetrate the great mineral district of Missouri. A connection at Erie, or some other point in the valley of the Osage, will *tap* the St. Louis "Pacific Rail-road" on its route easterly. This Osage road must, necessarily, be the parent of all these. It will, therefore, identify New-Orleans with the great future—lying within and without the State of Missouri. Traversing a country teeming with industrial resources—coal, lead, zinc, copper, iron—it will make New-Orleans the market of the greatest manufacturing city in the Mississippi valley, namely, the city of Memphis, when acted on by this road. This road may be said to be not so much a work of development as of creation—the creation, however, of an unequalled, and still more of an unassailable, commercial greatness. But even now the farmers in the valleys of White River and of Arkansas River are crying, like Sterne's starling, 'I can't get out.' Gentlemen of New-Orleans, pray help those thrifty fellows to bring grist to your mill. 1,200,000 dollars will, most likely, build a rail-road from Memphis to Little Rock. A land donation from the government—obtainable for the asking—may be made to yield (and the sales should be made on the condition of settlement) at least 500,000 dollars; Arkansas and Memphis will sub-



scribe 300,000 dollars; and surely you, gentlemen, are sufficiently interested in this road to subscribe the balance—400,000 dollars. You will not trouble yourselves in the matter? But better things are to be hoped of you. An untamed earthquake tore those Arkansas and Missouri riches from the bowels of the earth for you; speak the word, and a tamed, a harnessed earthquake, shall lay them at your feet.

"A rail-road from Natchez, by way of Red River to Little Rock, recommends itself to the support of New-Orleans, by the influence it must exert on the development of the whole of northern Louisiana and southern Arkansas; and above all, in the advancement of the present incipient state, inhabited chiefly by that interesting people, the Choctaws. This road defines a system of roads that, under its fostering influence, will spring up immediately on its completion: it bends sufficiently westward to unlock the trade of north-western Texas by a branch road: it runs far enough towards the borders of Arkansas to ensure a future extension to the upper Arkansas, in the territory of the Cherokees and Creeks: and in conjunction with a Memphis and Little Rock road, its upper bend runs sufficiently westward to place the starting point of a southern route to the Pacific on the borders of Texas."

4. *Mississippi*.—With only the short road which connects Jackson with Vicksburg, which has been lately extended to Brandon, now in operation throughout her limits,\* Mississippi proposes to extend that road still further to the Alabama line, and thence to Montgomery, and also to connect Jackson with Holly Springs on the one hand, through the richest portions of her territory, and on the other with New-Orleans by whatever route shall appear most advantageous. She also is contributing largely to the construction of a road through her eastern limits which has its terminus at Mobile. Of the New-Orleans and Mobile termini we shall hereafter speak.

A committee of the citizens of Vicksburg reports to the convention which lately assembled in New-Orleans, in regard to the Alabama road:—

"This road is to extend from Jackson, Mississippi, to Montgomery, and will connect at Selma with the Alabama and Tennessee River Rail-road, by which, and the roads now under contract and in contemplation, a continuous railway communication will be opened through Tennessee, Kentucky and Ohio, with the lakes,—and through Tennessee and Virginia with all the Atlantic and Northern States, and at Montgomery will connect with the rail-roads running east through Alabama, Georgia and South-Carolina. It will pass, in the State of Mississippi, entirely through the counties of Rankin, Scott, Newton and Lauderdale; and in Alabama, before it reaches Selma, one of the termini of the Alabama and Tennessee River Rail-road, it will pass through Sumter, Marengo, Perry and Dallas counties. Nearly all of these and the contiguous counties, both North and South, now haul in wagons their cotton and other articles of export to the Tombigbee and Alabama rivers, and ship them thence to Mobile. The counties of Sumter, Marengo, Perry, Green and Dallas, produce annually about one hundred and fifty thousand bales of cotton, all of which now goes to Mobile, but much of which will probably be turned to New-Orleans by means of this road. In fact, nearly all

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\* The few other very short roads are scarcely worth mentioning.

the products of East Mississippi and Western Alabama, and their supplies for that region of country, will probably find their way upon this road, and the branch extending through the north-eastern part of Mississippi. The Southern route then will become the great thoroughfare of northern and eastern travel. It will develop the mineral resources of North Alabama. Its rich and inexhaustible mines of iron are now worked in spite of the difficulties of getting to a market, and it will create and open a way to trade, the vast extent of which cannot be too highly estimated. We think it within bounds to assert, that 200,000 bales of cotton will probably come over this road, and the branch extending through the north-eastern portion of Mississippi to New-Orleans, not one bale of which now ever reaches it. Detailed estimates, made by an engineer who has surveyed the route from Brandon to the Alabama line, of the amount required for the completion of the road that far, are in our possession, and may be set down in round numbers at one million of dollars. If New-Orleans were to pay the whole cost of building the road that far, it would return to her in the increase of trade alone, without estimating the other advantages, a handsome profit upon the investment. But there are inducements to render the stock of this road valuable, that are not presented by any other rail-road in the United States. From Jackson to Brandon—fourteen miles and a half—the road is completed, and in profitable operation. These fourteen and a half miles, with the cars, locomotives, fixtures, depots, town lots, &c., attached to the road; sixty choice and picked negroes; the two per cent. fund now on hand, being about \$12,000, and that which may hereafter be received, now the property of the State of Mississippi, and valued, upon a careful estimate by the President of the Southern rail-road, including the grading and labor done east of Brandon, at \$378,000, are all offered by a recent act of the Legislature, as a bonus for the organization of this company, and the completion of the road to the Alabama line in six years. This act was passed in 1850, and provides that the whole property shall come into the possession of the company so soon as twenty miles of the road beyond Brandon has been finished.

"To organize the company requires a subscription of \$500,000 of stock, with a cash payment of \$50,000, immediately upon which the company becomes the owner of nearly a half million more of valuable and active property. This statement shows of itself a conclusive inducement to take stock in this road, and renders it absolutely certain that it will be valuable.

"But there are other causes at work to render this road profitable stock. Congress has already displayed a liberal spirit in the donation of public lands to similar works, and the Senate has twice passed bills in behalf of this road, granting lands to aid in its construction, worth, at the government price, over one half million of dollars. It is believed a similar bill will become a law at the next Congress."

The Holly Springs road was proposed by Col. Walters, who offered the following resolutions, which were unanimously adopted in the Convention, and sustained them in a speech of great force and ability.

*Resolved*, That the citizens of North Mississippi be, and they are hereby earnestly solicited to procure from the legislature of that state a charter for a rail-road from Jackson, Miss., to Holly Springs, Miss.

*Resolved*, That should said charter be procured, that the citizens of New-Orleans, Louisiana, and Jackson, Mississippi, through their representatives in the Convention, pledge themselves for a liberal aid (should the same be necessary) in constructing said road.

*Resolved*, That the citizens of Western Tennessee and South Kentucky be, and they are hereby earnestly solicited, to procure from the legislature of their respective states, a charter for a rail-road to extend from some point on the southern boundary line of Tennessee, to some point in Kentucky, opposite or near Cairo, Illinois.

*Resolved*, That should said charter be procured, then the city of New-Orleans, through its representatives in this Convention, pledges itself for a very liberal aid in the construction of said road.

5.—*Alabama*.—The rail-roads of this state, which are now confined

to the Montgomery and West Point road in the direction of Atlanta, and a fragment of the Charleston and Nashville road, open out into several vast and important projections, which are pressed by the people with a zeal and activity that are the guarantees of the highest and most brilliant success. These roads are—*The Mobile and Ohio Road; The Selma and Tennessee Road; The Blakely and Girard, or Georgia Road.*

And first of the *Mobile and Ohio Rail-road*: This road has a total length of 521.8 miles, and is estimated to cost \$9,700,000. Of the distance—

164 miles	are in	Alabama.
191	"	" Mississippi.
127	"	" Tennessee.
40	"	" Kentucky.

The citizens of Mobile have, by an almost unanimous voice, voted a tax upon their real estate of \$300,000, for the benefit of the road, and it is now proposed, with very general concurrence, to raise this tax to 2 per cent. per annum upon all the real estate of the city for five years, the tax-payer, as now, to be entitled to his assessment in stocks of the company. An appropriation of one million acres of public domain has been made to the company, of sufficient value, it is thought, to iron the entire line, and furnish it with ample equipments for a large through business. In Mississippi the Boards of Police have been authorized by law to subscribe to the extent of \$100,000 each, to the road, after obtaining the vote of the people. The county of Noxubee was the first to act under the law by an overwhelming majority. A portion of the iron has been contracted for, deliverable at Mobile, for \$38 per ton, T pattern, of 65 lbs. The principles of the Mississippi act, allowing the counties to subscribe in a corporate capacity, extends to all rail-roads which may be undertaken in the state, and admits of the issue of county warrants at 12 months, bearing interest to meet the subscription.

The total population upon the line of the Mobile and Ohio Road is estimated at 725,322. It is argued for the road,

1. That the planters on the route, from the difficulties of river navigation, are kept back two months from market, and pay from \$3 50 to \$7 transportation on a bale of cotton, whilst the rail-road will furnish it for \$2 50 to \$3 50; that corn will be delivered to these planters from Tennessee, for 25 cents, against 50 and 75 cents at present, and bacon at half the present rates, and so of other articles of consumption.

2. The corn, wheat, hemp and tobacco growers of Tennessee and Kentucky, will be furnished with a steady and uninterrupted market; the iron miners of Central and Western Tennessee will enjoy the same facilities; and the 100,000 bales of the Tennessee River cotton, which now takes a voyage of 1300 miles to a market.

3. That the road will enjoy much of the transport of passengers and merchandise, now passing from New-Orleans to the Ohio, or downwards, by 250 steamers, averaging 75 passengers, and 400 tons, or in all, 375,000 passengers, and 2,000,000 tons freight annually.

4. That the road will be a great trunk, offering a safe transit from the gulf to the lakes in 44 hours of time.

The last report of the Company contains some statistics of distance, prepared with much labor, from which we form a table, as evidence of the great disadvantages of our water conveyances at New-Orleans, in comparison with rail-roads, whether to Mobile or to our own city.

TABLE OF COMPARATIVE RAIL-ROAD AND WATER DISTANCES.

	Miles.		Miles.
Jackson, Mississippi to Mobile, (R. R.)	221	To New-Orleans, by Vicksb'g and river	420
Vicksburg, " (via Jackson,)	268	" " via river,	268
Tennessee River to Mobile, (R. R.)	346	" " " "	1345
Memphis to Mobile, via Lagrange R. R.,	428	" " " "	803
" " " " " "	"	" Savannah, via. R. R.,	625
Huntsville to Mobile, via. Decatur R. R.	445	" " " "	509
" " " " " "	"	" New-Orleans, river,	1439
Gunter's Landing to Mobile,	492	" Savannah, R. R.,	429
" " " " " "	"	" Charleston, R. R.,	600
Nashville to Mobile, via. river and R. R.	475	" Savannah, R. R.,	584
" " " " " "	"	" New-Orleans, river,	1531
Mouth of Ohio to Mobile, R. R.,	492	" " " "	1046
" " " " " "	"	" Baltimore, R. R. &c.,	1143
" " " " " "	"	" New-York, by river, R. R. and lake,	1415
" " " " " "	"	" Philadelphia, river and R. R.,	1296
" " " " " "	"	" Savannah, via. Nashville R. R.,	770
" " " " " "	"	" Charleston, " " "	789
St. Louis to Mobile,	696	" Baltimore,	1353
" " " "	"	" New-Orleans, (river),	1256
" " " "	"	" Baltimore, by river to Cincinnati and Wheeling, (R. R.)	816
Louisville to Mobile, R. R.,	700	" New-Orleans, (river),	1403
Cincinnati to Mobile, " "	736	" " " "	1546
" " " "	"	" Baltimore, (R. R.),	656
" " " "	"	" New-York, " "	796
" " " "	"	" " via. Buffalo,	915
" " " "	"	" Boston, (R. R.),	975
" " " "	"	" Richmond, " "	970
Chicago to Mobile, R. R.,	867	" New-Orleans, (canal and river),	1624
" " " "	"	" Boston,	1087
" " " "	"	" New-York,	1025

The second important rail-road projection in Alabama is the Alabama and Tennessee River Rail-road, commencing at Selma, and extending to Gunter's Landing on the Tennessee, with proposed branches to Chattanooga and Rome. This road, too, has been advocated in New-Orleans, and subscriptions received upon the ground of immediately shortening the route of travel to the North. Selma is on the route of the Vicksburg and Jackson road extended to Montgomery. The subscriptions to this road were already \$923,000, six months since, of which Mobile had taken \$200,000; to which is to be added an appropriation of \$238,806 from the legislature. The cost of the road to Gadsden on the Coosa River, in the direction of Rome, is estimated at \$2,198,696. Large labor subscriptions are counted on, and appropriations of valuable government lands. An independent rail-road has already been chartered from Gadsden to Gunter's Landing on the Tennessee, and the two companies will combine. Distance from Gadsden to Selma, 160 miles—from Gunter's Landing to Selma, 200 miles. The Alabama River is always navigable to Selma.

It is argued for this road, that it will shorten the distance of travel as follows :

Boston to Mobile via Richmond, Charleston, Atlanta, Montgomery, etc., 1,803 miles.

Boston to Mobile via Winchester, Abingdon, Va., Knoxville, Ten., Rome, Selma, etc., and Alabama River, 1,582 miles.

New-York to Mobile, by the present route of travel as above by Charleston, etc., 1,565 miles.

New-York to Mobile by proposed new route of Selma road, 1,344 ; Philadelphia old route by Charleston, 1,476 ; by Selma, 1,258 ; Baltimore old route, 1379 ; by Selma, 1,158 to Mobile.

Of course, with the Mobile and Ohio road, or the road from Selma to Jackson and to New-Orleans, the distance will be shortened in a still greater degree as well as the time. The road intersects an abundant mineral and rich agricultural country in the greater portion of its extent, and the chief engineer says :

"It is a link in the great chain of rail-roads now constructed and projected on the most direct, shortest and most expeditious route which can be selected, to connect the Gulf of Mexico with the middle and the North-eastern Atlantic States ; a route which will present one continuous line of rail-roads, passing through the most healthy and picturesque sections of the Union.

"This great chain of rail-roads may be said to commence at Portland, in the state of Maine, thence to extend to Boston, New-York, Philadelphia, Baltimore, and to Winchester, Virginia ; up to this town the line of rail-roads, with short gaps of steamboat travel, is now completed ; thence to Staunton and to Abingdon, through the great valley of Virginia, and on to Knoxville, Tennessee, a part of the route is under contract. From Knoxville to the Georgia Rail-roads, the connection by rail-way will soon be completed. From the Georgia roads the connection with your rail-road, either from Rome or Chattanooga, will naturally follow the completion of your enterprise ; indeed, it may be anticipated, charters having been obtained at the last sessions of the Legislatures of Georgia and Alabama, for a rail-road from Jacksonville, in Benton county, to Rome, or to some point farther south on the Georgia State Road, as may be found most practicable."

The third great road is that from Blakely, on the Bay of Mobile, to Girard, opposite Columbus, Georgia, on the Chattahoochie River.

Length of the road 238 miles, or perhaps 230. Estimated total cost, \$2,931,816.\*

This route proposes to connect New-Orleans and New-York in seventy-six hours. Thus :

	Miles.	Hours.
New-Orleans to Mobile, steamer.....	160	10
Mobile to Girard, (rail-road proposed).....	220	11
Girard to Fort Valley, (now constructing).....	71	3½
Thence to Macon, (built).....	25	1½
Macon to Augusta, (built).....	160	8
Augusta to Branchville, (built).....	73	3½
Branchville to Manchester, (built).....	46	2½
Manchester to Wilmington, (to be built).....	148	7½
Wilmington to New-York, (built).....	594	29½
	1,497	76

\* The friends of the road say :—"We have no disposition to disparage, in the least, the importance or the profitableness of the Memphis and Charleston road ; we regard it as an enterprise which is demanded by the wants of the country, and one which promises to re-



6. *Texas*.—We are not aware of any rail-roads at present completed in Texas, though considering the fertility of many parts of that state, the interruption in the navigation of its rivers, and the growing population, there would seem to be a necessity for her immediate action. The people of New-York are already controlling the trade of Texas by her gulf ports. A route for a road has been examined by Col. Johnson, from Lavaca Bay to El Paso, on the Upper Rio Grande. We are confident that these surveys, when completed, will show, that the southern route for a rail-road connecting the Gulf of Mexico with the Gulf of California, extending from Galveston or Lavaca Bay, by El Paso, is far preferable to the northern route through Missouri. It is shorter, and the country is so uniform, rising by regular gradations from the gulf on the east to the summit of the table-lands of the Gila, and declining by equally regular gradations to the Pacific Coast, that the cost of constructing a rail-road on this route will scarcely amount to two-thirds of the cost on the northern route.

Texas has a deep interest in connecting herself with the great public works of the United States, and she has public domain enough to build more roads than are in all New-England. A grand trunk road from Austin, with branches to Houston and Galveston, passing in the vicinities of Montgomery, Washington, San Augustine, Nacogdoches, would enter Louisiana in about the same parallel of latitude with Alexandria, and connect with the proposed road from thence to New-Orleans. In the other direction, her roads should radiate towards New-Mexico and the valleys of the Pacific. The committee have been instructed, particularly and urgently, to invite the co-operation of Texas.

A rail-road from Brazos, Texas, across to Harrisburg, on the Buffalo Bayou of the Bay of Galveston, is commenced, and 20 miles contracted to be finished this year. Efforts are being made to connect

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munerate its owners. Our only object is to expose the folly of the pretensions which it makes to the patronage of New-Orleans capital. And first, as to the claim set up in favor of this road, on the ground of its being a part of the most direct route between New-Orleans and New-York. The Memphis and Charleston road, we have just seen, intersects the Nashville and Chattanooga road at Crow Creek, which is forty miles west of Chattanooga. From that point, the route, east, is by the way of Dalton, and thence, north, by the Dalton and Knoxville Rail-road. It is probable, however, that a road will be chartered and built from Chattanooga to Cleveland, on the East Tennessee road, which would save a distance of forty miles, by cutting off the angle made in running down to Dalton. We will allow that road to be built, and it will then be seen that the two routes from New-Orleans to New-York, the one by the way of Memphis, and the other by the way of Mobile, and thence, by the Mobile and Girard road, through West Point and Atlanta, will intersect each other at Cleveland, on the East Tennessee Rail-road. From that point to New-York, the route is the same to both. In estimating the comparative distance of the two routes, therefore, we have only to take into consideration the distance from Cleveland to New-Orleans. From Cleveland to Memphis, the distance is 351 miles, and allowing Gov. Jones' rates, twenty-five miles per hour, the time required is fourteen hours. From Memphis to New-Orleans, Gov. Jones allows two days and twelve hours, making the entire time from Cleveland to New-Orleans, three days and two hours. We will now estimate the time over the Mobile and Girard Rail-road, and through West Point, Atlanta and Dalton. From New-Orleans to Mobile Bay, fifteen hours; from Mobile Bay to Columbus, nine hours; from Columbus to Cleveland, Tenn., ten and a half hours, making the total time one day and ten and a half hours—a difference of forty hours in favor of the lower route! A difference, which, apart from the greater safety and certainty of the lower route, would always command the mail and the great body of the through travel."

San Antonio with the coast. Other roads with great merits might be constructed from Houston to Red River, near the head of the Trinity, and south-westwardly through Columbus and Seguin to San Augustine. The San Antonio and Gulf Road has already been chartered, and \$150,000 subscribed towards its construction.

7. *Missouri*.—The people of Missouri already display a degree of energy and enterprise in matters of rail-road construction, which place them on a level with the most advanced states of the Union. There are now two projects before the Legislature, one to authorise the Pacific Rail-road, with a capital of \$4,500,000, and the Hannibal and St. Joseph Rail-road, with a capital of \$4,500,000. Total, \$9,000,000, of which \$600,000 is to be raised by state credit. The last bill has become a law. The St. Louis and Cincinnati Rail-road is another great project, towards which the city of St. Louis has subscribed \$500,000. Other roads, it is believed, are projected in the direction of Arkansas.

8. *Louisiana*.—Here, fellow-citizens, would be the proper place to introduce some remarks upon the proposed rail-road enterprises in Louisiana, which are now attracting so large a portion of the public attention, and which gave rise to the late Jackson and Opelousas Rail-road Conventions were it not that the committee deem it desirable to postpone that subject to the closing pages of this pamphlet, where it can be treated as a subject complete in itself, but only capable of being thoroughly understood after a familiarity with the details of many other matters connected with the rail-roads of the Great West and the Atlantic sea-board.

II. The *second class* of roads, in which it has been held that New-Orleans has but a secondary interest, are the roads of Indiana, Illinois and Ohio. So far as these roads are seeking an Atlantic terminus, they militate against the interest of New-Orleans; but so far as they are employed in developing the resources of the North-west, increasing population and traffic, may be made a part of our own proposed system of works, they are, or may become, of positive benefit to her and to Mobile, perhaps even in a very high degree.

1. *Ohio*.—There are four great lines constructed east and west through the state. There are four lines completed, or in progress, from north to south. These roads are: The Cincinnati and Sandusky, completed 218 miles; Cincinnati, Cleveland and Columbus, 203 miles completed; the Sandusky, Mansfield, Newark and Portsmouth line, 221 miles, completed or in progress; Cleveland and Wellsville line, 88 miles, constructing; Cincinnati and Belpre line, 204 miles, in the state, constructing; Ohio Central line to the Indiana line, 243 miles, in the state; the Pennsylvania and Ohio Rail-road to the Indiana line, 263 miles, in the state; Lake Shore line, 165 miles. Total, 23 roads, 1,705 miles; of which, 572 miles are completed, and 748 are in construction. The Cincinnati and St. Louis road will pass in its greatest extent through the states of Indiana and Illinois. Most of these roads, in addition to the great canals to the Lakes, are engaged in conducting trade to the East. Several of them, however,

will connect with the roads contemplated from the South-west. The following is the position of the St. Louis and Cincinnati Rail-road :

" Several years ago, a charter was granted by the State of Indiana, incorporating a company to construct a rail-road from Vincennes to Cincinnati. This charter was ratified and adopted by the State of Ohio. Subscriptions of stock to this road, including the amount to be taken by the city of Cincinnati, have already been obtained to the amount of about two millions of dollars. The surveys have been nearly completed, over a most favorable route, and we believe the lettings of contracts on the eastern end of the line have already been made. At all events, the subscriptions already obtained insure the early completion of the road, beyond a shadow of a doubt. Two years ago, the Legislature of Illinois refused the right of way to this road through the state; consequently, the Indiana charter only embraced the road from Vincennes to Cincinnati. But at the late session of the Illinois Legislature more reasonable counsels prevailed, and a charter was granted for the continuation of the road from Vincennes to Illinois town. The length of the road from here to Vincennes will be less than 150 miles, and from Vincennes to Cincinnati about 180 miles—making the entire distance by the road from here to Cincinnati less than 330 miles. It is believed that the entire road can be built in the most substantial manner, at a cost of about \$20,000 per mile, which would give six millions six hundred thousand dollars as the aggregate cost of the entire road."

2. *Indiana*.—The following is very nearly a correct list of the rail-roads of *Indiana*, and shows very favorably for the enterprise and wealth of that state :—

	Length.	Com- pleted.	Con- structing.
Madison and Indianapolis.....	88	89	—
Shelbyville and Edinburgh.....	16	16	—
"      Knightstown.....	26	26	—
Rushville and Shelbyville.....	19	19	—
Indianapolis and Bellefontaine.....	83	23	55
New-Albany and Salem.....	100	27	73
Jeffersonville.....	66	8	58
Lafayette and Indianapolis.....	61	—	61
Peru and Indianapolis.....	70	—	70
Crawfordsville and Lafayette.....	26	—	26
Evansville and Illinois.....	50	—	50
Lawrenceburg and Indianapolis.....	87	—	87
Junction.....	38	—	38
Terre Haute and Richmond.....	141	—	141
Richmond and Newcastle.....	50	—	50
Martinsville and Franklin.....	20	—	20
Southern Michigan.....	100	—	100
Richmond and Ohio.....	4	—	4
Cincinnati and St. Louis.....	160	—	160
	1205	212	993

3. *Illinois*.—Through this state it is proposed to extend the Mobile and Ohio Rail-road to the shores of Lake Michigan. A point in Illinois, upon the Ohio river, is claimed as the *centre of the Union*, and an effort is being made to divert the terminus of the Mobile and Ohio Rail-road from Cairo to that point. A great central rail-road is projected through the state from the Ohio to Lake Michigan, with several branches; and Congress has appropriated 2,500,000 acres of land in aid of the work. "This road is part of that great chain of

rail-roads of which the Erie Rail-road is the first great link. The extension of the Michigan and Southern Rail-road will connect Dunkirk, New-York, with Chicago, and parts of this connection are already constructed."

III. The *third class* of roads, &c., to which we referred, and distinguished as *directly* engaged in tapping the resources of the Valley of the Mississippi and Ohio, and taking away from the cities of the South-west the elements of their past commercial empire, are those of Boston, New-York, Pennsylvania, Baltimore, Richmond, Charleston and Savannah. With so many drains opened at once upon our resources, and without corresponding and countervailing efforts, it must be evident that the greatest prosperity in the world will be in the end sapped and destroyed. We shall take a brief review of these rival routes.

1. *Boston*.—The Great Western Road of Massachusetts connects Boston with Albany—a distance of 200 miles. At this point it intersects with the Albany and Buffalo Road, 323 miles in length, commanding the resources of Lake Erie, and by the tributary canals and rail-roads in that quarter, much of the resources of the whole North-west. This road has, in a few years, given extraordinary prosperity to Boston, and it is now proposed to expend several millions of dollars in shortening it a few miles.

2. *New-York* having realized the benefits of her great canal to Buffalo, and finding it insufficient for the enormous demands of trade, has constructed by its side her great Erie and Albany Road. Perceiving, however, that this road is serving as a feeder for Boston, from the winter obstructions on the Hudson, she has more lately completed a road extending directly from her doors to the great lakes. The canal is also to be widened at an enormous cost, so as to become adequate to the demands upon it.\*

3. The rail-roads of *Philadelphia*, extending westward, are the roads to Pottsville, intersecting the line of the Baltimore and Ohio Rail-road, and the Philadelphia and Pittsburg route of 400 miles,

#### \*NEW-YORK AND NEW-ORLEANS IN WESTERN TRADE.

1. *New-York Population*.....1840.... 2,429,721 .... Canal Trade.... 66,303,892  
 " " .....1850.... 3,093,813 .... " " .....156,397,929  
 An increase of 25 per cent. in population, and 150 per cent. in trade, by canals, in ten years.

2. *Produce of West received by New-York Canals* .... 1842 .... \$22,751,013  
 " " ..... 1850 .... 55,474,937  
 An increase of 145 per cent.

3. *Produce of West received at New-Orleans* ..... 1842 .... \$43,716,045  
 " " ..... 1850 .... 96,897,873  
 Or an increase of 120 per cent.; or a comparative increase by New-York of 25 per cent. over New-Orleans in western produce in 8 years! In the three years 1848, 1849, and 1850, the receipts at New-Orleans by river were 2,312,121 bbls. flour; at New-York, 8,636,207 bbls. Pork: New-Orleans, 1,536,817; New-York, 211,018 bbls. Beef: 200,901 bbls. New-Orleans; New-York, 264,072 bbls. Wheat: New-Orleans, 852,497 bushels; New-York, 8,798,759. Corn: New-Orleans, 9,758,750 bushels; New-York, 11,178,228 bushels. Bacon: New-Orleans, 135 millions pounds; New-York, 26 millions. Lard: New-Orleans, 292 millions pounds; New-York 21 millions. Butter: New-Orleans, 8 millions pounds; New-York, 97 millions, &c., &c.

composed partly of rail-road and partly of canals. "The traffic on this mixed line of transport is conducted so as to avoid the inconvenience and expense of transshipment of goods and passengers at the successive points where the rail-ways and canals unite. The canal boats are divided into segments by partitions made transversely, and at right angles to their length, so that each boat can be, as it were, broken into three or more pieces. These several pieces are placed each on two rail-way trucks, which support it at its ends, a proper body being provided for the trucks adapted to the form of the bottom and

4. *Increase in the Business of Roads and Canals employed in taking Produce from the West to the Atlantic Cities.*

	REVENUES OF PUBLIC WORKS.				
	1846.	1847.	1848.	1849.	1850.
New-York Canals .....	\$2,756,103	3,635,381	3,252,212	3,266,266	3,226,903
Pennsylvania works...	1,196,977	1,295,494	1,587,995	1,633,277	1,713,848
Ohio Canals .....	612,302	805,019	785,882	713,173	728,085
Illinois " .....	—	—	87,890	118,849	136,331
Indiana " .....	—	—	102,104	134,650	157,173
Total Canals.....	\$4,565,382	5,735,894	5,822,083	5,866,224	6,018,340
Erie Railroad.....	\$210,130	248,320	302,326	805,053	1,600,700
Little Miami do.....	116,052	221,139	280,085	391,303	405,607
Michigan Central .....	277,478	347,555	373,931	600,986	860,559
Georgia " .....	400,933	383,863	582,014	626,813	753,383
Macon and Western ..	128,430	147,768	161,569	198,517	207,040
Philadelphia and Baltimore } more .....	568,555	643,065	638,102	627,904	687,700
Reading Railroad .....	1,900,115	2,002,945	1,692,555	1,933,590	2,360,786
Baltimore and Ohio....	797,064	1,101,936	1,213,664	1,241,705	1,343,805
Total eight roads..	\$4,393,759	5,096,691	5,244,246	4,355,871	6,219,582

These main roads, as well as canals, have increased their revenues 50 per cent. in the last four years, mostly through the increase of produce transported.—*T. P. Kettell, in Democratic Review.*

5. Up to 1835 there may be said to have been but one route to connect the country west of the Alleghanies with the Atlantic slope, and that was the Erie Canal. There are now four in operation, and still another in course of construction. The following are these lines, with their cost and revenue:

	Miles.	Cost.	Revenue, 1850.	Expenses.	Surplus.
Erie Canal .....	364	\$7,143,789	2,926,817	420,000	2,506,817
Pennsylvania Canal.....	395	12,381,824	1,550,555	996,592	553,963
Erie R. R. ....	450	20,323,581	1,063,950	513,412	545,538
Northern Line, N. Y.....	327	14,669,152	2,896,042	1,005,948	1,890,094
Baltimore & Ohio R. R....	179	7,227,400	1,337,000	800,000	587,000
Total, 5 routes.....	1,715	61,745,746	9,724,364	3,735,952	6,083,412
Western Mass. R. R. ....	150	7,963,701	1,417,571	607,549	810,022

The revenue of the Erie Canal in 1835, the year the Pennsylvania canals were opened, was \$1,392,130, and that represented all the tolls collected on western trade. This last year that trade has paid on the five lines, to tide water, a sum greater by \$8,410,000, or nearly seven times greater; and, if we remember that the tolls are now very much less than then, we can safely estimate that the trade, west of the Alleghanies, with the Atlantic slope, was ten times greater in 1850 than in 1835. Considerable quantities of goods now pass over Lake Champlain to New-York, and over the railroad to Boston; and the Pennsylvania Railroad, already 174 miles, will open another route to the West.

6. *Distances on Northern and Southern Routes.*—As computed from Cincinnati, the distances to the ocean are as follows:—To Richmond, by Virginia improvements, 823 miles; to Baltimore, by Wheeling road, &c., 941; to Philadelphia, by Pennsylvania improvements, 967 miles; to New-York, by Erie Canal, 1,030 miles; to New-Orleans, 1,611 miles. In a comparison, says Mr. Flagg, of New-York, between New-Orleans and New-York from Cincinnati, there is a difference of 500 miles in favor of New-York, yet, on the untaxed waters of the Ohio and the Mississippi, a barrel of flour is carried 1,500 miles in



keel of the boat. In this manner the boat is carried in pieces with its load along the rail-ways. On arriving at the canal, the pieces are united, so as to form a continuous boat, which, being launched, the transport is continued on the water. On arriving at the rail-way, the boat is again resolved into its segments, which, as before, are transferred to the rail-way trucks, and transported to the next canal station by locomotive engines."

4. *Baltimore* has projected a great line of Western railway to the left bank of the Ohio, near Wheeling. The road is already com-

a flat boat for 50 cents, being less than the toll charged by the states of Ohio and New-York on 613 miles of canals, besides the sum required to remunerate the person for transporting the barrel for 1,000 miles, and the inconvenience and delay occasioned by 1,239 feet of lockage. The charge of transit on the Ohio river, by steamboats, is about half cent per ton per mile.

The disadvantages of the New-Orleans route are set forth by Mr. Cabell, of Virginia, many of which are capable of being removed, and all are, no doubt, greatly exaggerated. The dangers of Mississippi navigation, and higher rates of insurance thereon—storms and hurricanes of Gulf of Mexico—injurious effect of New-Orleans climate on produce, &c. He says the mercantile men of Richmond had better pay 2 cents per ton to Richmond than come free to New-Orleans, because of climate, rates of drayage, storage, insurance, commission, &c.; and even freights from New-Orleans, which are often 50 per cent. higher than from Richmond. This is the Virginia account of it.

The rates of tolls upon New-York canals, on western produce, are 2, 3, and 4 mills per mile on each thousand pounds.

#### 7. *Tonnage New-York Erie Canal.*

	Arriving at Tide-water.	Going from Tide-water.	Total.
1836	696,347.	133,796.	830,143
1837	611,781.	122,130.	733,911
1838	640,481.	142,808.	783,289
1839	602,128.	142,035.	744,163
1840	669,012.	129,580.	798,592
1841	774,344.	162,715.	937,059
1842	666,676.	123,294.	789,970
1843	836,861.	143,595.	980,456
1844	1,019,034.	176,737.	1,195,831
1845	1,204,943.	195,000.	1,399,943
1846	1,362,319.	213,815.	1,575,134
1847	1,744,283.	288,267.	2,032,550
1848	1,447,905.	329,557.	1,777,462
1849	1,579,948.	315,550.	1,895,496
1850	2,033,863.	418,370.	2,452,223

In a report of the Erie Canal appears a table, showing the cost, to the road, of transport upon northern roads per ton per mile, from which we extract the following:—Boston and Worcester road, 9 mills per ton per mile; Fitchburg road, 9 4-10 mills; cost of train per mile, 93 to 66 cents, with useful load of 102 or 103 tons. The cost on Western road, with grades of 83 feet, 14 cents per ton per mile; cost of train per mile, 83 cents, with useful load of 52½ tons. The Reading road, its managers assert, can carry coal at a cost of 6 mills the ton, their train being fully loaded both ways. The Baltimore and Ohio road contracted at 1½ cents per ton per mile, while their ordinary traffic was costing over 2½ cents per ton. "It is no doubt true, with a large business, and under experienced management, average loads of 100 to 150 tons may be carried, heavy grades excepted, at a speed of ten miles an hour, and a cost of 5 to 8 mills per mile per ton, rejecting the interest on investment." "Flour is now taken from Detroit to Ogdensburg for 30 cents per bbl.; from Ogdensburg to Boston, 380 miles by rail-road, at 8 mills per ton per mile, will be 33 cents more, making 60 cents cost without dividends. By the Erie Canal last year the average charges were—Detroit to Buffalo, 12 cents; Buffalo to Albany, 54 cents; Hudson River, 10 cents; in all 76 cents. The Hudson and Buffalo Railroad, it is estimated, will take flour from Detroit to New-York at 54 cents. The average charge per ton, through, on the Erie Canal last year, varied from \$4 44 to \$6 94. By the enlarged canal it is proposed to bring this down to \$2 40 per ton through!"—[See the Statistics of the Erie Canal, in that valuable work, the *Railroad Journal*, New-York, which, as a magazine of information upon such points as these, every man in this age of steam should have.]

pleted to Cumberland, and is being vigorously pressed towards its ultimate terminus.

5. *Virginia* has aroused herself in the general rivalry of the times, and garners her resources for the great canal she has projected, for the connection of the James River and Richmond with the waters of the Ohio. It will touch the Ohio at a favorable point for navigation, and destroy the competition of northern routes during the winter season, when their works are arrested. A canal boat at Columbus, Ohio, says Governor Floyd, laden with pork, hemp, tobacco, or iron, would greatly prefer going to Norfolk upon this canal, to passing through the lakes and the Erie Canal, to New-York, if the market was as good at one place as the other, for the simple reason, that the distance would be greatly shorter, and the navigation much safer from interruption by ice, and from the dangers of the lake. It is plain, therefore, that such trade as would prefer water carriage, and as now reaches New-York, from the heart of Ohio, would find its way through Virginia by means of her canal. It is now completed to Buchanan, 194 miles, leaving a distance of 174 miles to be constructed to the great Falls of the Kanawha.

"The Virginia and Tennessee Rail-road will, when completed, form one link in a chain of road from New-York to Mobile and New-Orleans, most of which is already determined upon, and over which will pass a greater amount of travel than this country has ever witnessed. It is the great line which must convey the travel to and from California, from the Northern, Middle, and partly from the Southern States, and over which much of the commerce intended for the Pacific by the Tehuantepec route will likewise be transported. It is worthy of all aid from the Commonwealth. When it shall be completed to the Tennessee line, it will have penetrated a country of higher capabilities and greater extent than that through which the Baltimore and Ohio rail-road now passes to Cumberland. And should the Central rail-road decide to go to Cincinnati by Guyandotte instead of to Louisville, then the Virginia and Tennessee Rail-road will form a common stem for a branch either from New river, through Giles, Mercer, and Tazewell, to Lexington, Kentucky, or from Abingdon through the county of Russell to the same city. The advantages of this connection I developed sufficiently at length in my last annual message, and therefore deem it unnecessary to repeat them here. There was a mistake made in the state's subscription to this work, which ought to be rectified, and which I earnestly recommend to be done at once.

"Should the Central Rail-road reach Cincinnati, it will form the shortest line of road between that great city and tide-water, and will of course command an immense amount both of trade and travel. It is a truly great work, and will be ultimately productive of great benefits to the state."

Towards their fellow-citizens of Louisiana and of New-Orleans, in particular, the Committee feel that they have an important duty to discharge. Situated at the mouth of the largest river in the world, with its thousands of miles of tributaries connecting with the most fertile, and wealthy, and thriving regions that the sun has ever shone upon; besides being, in her own agricultural facilities, one of the most favored states in the Union, the progress of Louisiana has been but slow in comparison with many of her sisters, whilst New-Orleans, which was once the proud emporium and mart of the immense empire of the West, sees her trade taken away by piece-meal, by a host of sleepless rivals, until her rank is fast passing from her, and the grass threatens to grow again in her once crowded thoroughfares.

Fellow-citizens, had New-Orleans been true to herself, she could not now be occupying a position of so much hazard; and the humiliation of such appeals as we are making to you would never have been necessary. In the day of her pride and her power, she deemed that the Deity had lent her armour, and that, the child of fortune and of destiny, she must be forever *invulnerable*. Already the evil time has come, and her enemies mock at her, and at the doom which her apathy is threatening to bring upon her. With a position the most favored in the world, New-Orleans should have been the Queen of the South and the West, elected by the *unanimous* voices of subjects whom she had conciliated and attached to herself by the liberality of her spirit, and the extent of her enterprise. Instead of this, she has preferred to sit in her isolation, without sympathy or co-operation in the works of her neighbors. It is thus that these neighbors, on their way to the *sea-board*, leave us without one parting symptom of regret.

We have been deceived, fellow-citizens, by the voices of those among us, who, without any *permanent* interest in the city, or only interested to abstract the most out of it to be expended abroad, or to build up mammoth estates by rapacious exactions, have continually, and upon all occasions, been crying out that "*all is well!*" "Let us eat, drink, and be merry, the old father of waters is garnering for us wealth unbounded, and is altogether the greatest and cheapest, and most magnificent rail-road in the world." *We have been deceived.* Had all been well, New-Orleans would have grown with the growth of the West, as St. Louis, and Cincinnati, and Boston, have grown; and we should have had a population of 200,000 or 250,000, and received in produce already \$300,000,000 per annum.\* Ask yourselves, however, what are the facts? How many buildings are now untenanted in New-Orleans?† Within a few days we have seen a tributary region slip away, which gave us 100,000 bales of cotton, and 100,000 to 200,000 bales promised to go in the same direction! Thus our receipts will be diminished at least one-half, and what will be the value of the rent-rolls of New-Orleans? *Let property look to its position of peril!* Real estate cannot survive the broken sceptre of trade. It cannot escape to other places like personal property. With trade it lives, and without trade it perishes. To the griping, penurious, and usurious holder of bonds and mortgages, and lots, and tenements, and enormous rent-rolls, dreading a little public expendi-

\* RELATIVE GROWTH OF NEW-ORLEANS AND THE WEST.

In the last ten years the West has more than doubled its population, whilst New-Orleans has not increased more than 25 or 30 per cent. The average increase of produce at New-Orleans has not doubled in ten years, though the products of the West, as the receipts at Boston, New-York, &c., show, have quintupled.

† NO. VACANT HOUSES IN 2ND MUNICIPALITY, MARCH, 1851.

1st Ward.....	39	6th Ward.....	23
2nd " .....	45	7th " .....	73
3rd " .....	68		
4th " .....	17	Total.....	299
5th " .....	34		

ture more than the Asiatic cholera—if such men there be among us, which God forbid, we would say, in the language of Holy Writ: “*Let him that thinketh that he stands, take heed lest he fall.*”

What then must be done for New-Orleans? *She must, by a wise and liberal stroke of policy, regain a part, if not the whole, of the trade she has supinely lost, and open new sources of opulence and power, which are abundant all around her. She can do this by changing and modifying her laws bearing unequally or hardly upon capital and enterprise; by cheapening her system of government; by affording greater facilities and presenting less restrictions to commerce; by establishing manufactures, opening steam-ship lines to Europe, and conducting a foreign import trade; and finally, and what is of first importance, and should precede every other effort, by MUNIFICENT APPROPRIATIONS TO RAIL-ROADS BRANCHING TO THE WEST, AND THE NORTH, AND THE EAST, FROM A TERMINUS AT HER CENTRE, OR FROM TERMINI ON SUCH INTERIOR STREAMS AND RIVERS AS ARE NECESSARILY TRIBUTARY TO HER.* Now is the accepted time for action. *To-morrow will be too late!*

The concern of this committee is, however, entirely at present, with rail-roads; and having discussed, with some elaboration, the various routes connecting the South, the East, and the West, their duties will be performed by a reference to the routes now in projection in Louisiana, with the view of connecting her with her neighbor states, and more particularly with the great lines of public works radiating through every section of the Union. These routes are—

1. *The New-Orleans and Jackson (Mississippi) Rail-road*, with an ultimate destination to Holly Springs, Tennessee, Kentucky, and the Ohio river.

2. *The New-Orleans and Opelousas Rail-road*, with an ultimate destination in Texas, New Mexico, and as far westward as the demands of population or of industry may warrant.

1. And, first, of the New-Orleans and Jackson Rail-road. This road has been advocated in Louisiana and Mississippi upon grounds which entitle it to the highest favor, and several conventions have been held for promoting its construction. A most favorable charter has been procured in Mississippi, authorizing the counties on the line to subscribe for stock by taxation; and a similar charter, it is thought, will be obtained from the Legislature of Louisiana, which meets in January next. Meanwhile a company has been formed, and nearly half a million of dollars in stock has been promised.

The following is the report of the Committee on plans and projects of said road:

“A large majority of the committee have the honor to report, that two general plans for the connection of New-Orleans *via* Jackson, with the great systems of railroads now under construction, and projected, in Mississippi, Alabama and Tennessee, have been presented.

By one plan, it is proposed to construct a continuous railroad from New-

Orleans to Jackson; by the other, a rail-road from Madisonville to Jackson, and thence to a connection with New-Orleans, by steam-ferry boats being used for bringing the trains of rail-road cars down the Chefuncte river, and across Lake Pontchartrain to the landing of the Pontchartrain Rail-road.

The distance from New-Orleans to Jackson, *via* Pontchartrain Rail-road, Lake Pontchartrain and Madisonville, is 173 miles, of which distance about 30 miles will be steam-ferry. By the located line of the old Nashville Rail-road the distance is 192 miles. By a route recently surveyed by Mr. Phelps, passing above Lake Mauripas, the distance will be about 200 miles; and by a proposed line up the river, to the vicinity of Baton Rouge, the distance from New-Orleans to Jackson will be about 213 miles.

The latter route avoids difficult swamps, expensive drawbridges across navigable rivers, and passes through a fertile and well improved country.

Estimating 30 miles per hour for passenger trains, on a level and straight rail-road, the time of passing over each of the routes will be as follows:

1st. By the Pontchartrain Rail-road, steam-ferry and Madisonville route—8 hours 15 minutes.

2d. By the old Nashville Rail-road—6 h. 24 minutes.

3d. By the line above Lake Mauripas—6 h. 40 m.; and by the route near Baton Rouge—7 h. 5 m.

The majority of the committee are of the opinion that the road *via* Baton Rouge may be constructed in the most substantial manner from New-Orleans to Jackson for two millions of dollars, and that the shorter lines would not cost materially less. The cost of the road from the state line of Louisiana to the town of Jackson, will be the same on either route, and may be estimated separately at one million of dollars.

The majority of the committee are strenuously opposed to any interruption of a continuous rail-road communication between New-Orleans and neighboring states. The time allotted to the committee will not permit a report in detail, but the majority feel well assured that, on a simple statement of the case, the Convention will not hesitate in adopting an unbroken line of rail-road communication. On behalf of the majority,

GLENDY BURKE, *Chairman.*"

11. *The New-Orleans and Opelousas Rail-road.*—The proceedings of the Convention on this road, and which gave rise to the present committee, will be found reported in detail in the number of *De Bow's Review* for August, 1851, as the proceedings of the other conventions are published in previous numbers. The number of delegates was large, comprising the wealth of the state, and the enthusiasm throughout the country is beyond all precedent.

The construction of these two roads is, then, the first great matter upon which the people of Louisiana and of New-Orleans must be engaged to regain their lost position, and acquire that rank in the affairs of the nation which nature seems to have marked out for them.

By the one our city will be connected with that great and growing region of Texas, which is destined to be the empire State of the South, and the trade of which will compensate for many losses incurred by us in other quarters. In the progress of population the road will be extended further, and still further to the westward, until, in less than a generation, it is no chimera to suppose it with a *terminus upon the Pacific*, and conducting the commerce of the two hemispheres! The grand conception of such a road is worthy of America; and judging from the great conventions that have been held



in its advocacy, it is an idea that has taken too deep hold upon the public mind ever to be eradicated.

The Jackson Road, on the other hand, in seeking to connect us with the North-western States and the Great Lakes, and with New-England and the North, through the North-Alabama, Tennessee, and Virginia improvements, is another great work entirely worthy of New-Orleans. This road will greatly facilitate, cheapen, and render safe travel in either direction, as will appear from the following statistics:

#### NEW-ORLEANS IMPROVEMENTS.

1.—EASTERN ROUTE.		2.—NORTH WESTERN AND LAKE ROUTE.	
	Miles.		Miles.
N. O. to Jackson.....	212	N. O. to Bonnet Carre.....	24
" " Columbus via. Branch....	322	" " Donaldsonville.....	55
" " Gunter's Landing, Tennessee River.....	452	" " Branch to Baton Rouge....	70
" " Knoxville.....	600	" " State Line.....	110
" " White Sulphur Springs....	770	" " Jackson, (Miss.).....	212
From the White Sulphur to Richmond, Washington, or Baltimore, about 200 miles by roads already completed; say then in all, from New-Orleans to Baltimore.....	1000	" " Tennessee Line.....	382
(Forty hours.)		" " Ohio River, (Cairo).....	536
		" " Chicago.....	830
		(Thirty-six hours)	
		No grades or inclinations exceeding fifteen feet per mile, nor curves of less radii than 10,000 feet, equal nearly to level and straight.—(Ranney.)	

#### 3.—WESTERN, TEXAS, AND CALIFORNIA ROUTE.

From New-Orleans to Plaquemine.....	60 miles, (River.)
" " " Opelousas.....	110 " "
" " " Sabine River.....	210 " "
" " " Paso del Norte.....	710 " "
" " " Gulf of California.....	1350 " "

A distance to be attained in sixty hours, as there are no snows to be encountered, nor heavy grades.

The Committee cannot close their labors without referring to a principle which has been lately resorted to in many quarters in the construction of rail-roads, and which has been recommended with much unanimity in both of the conventions which have assembled in New-Orleans. The principle is thus stated in the report of Mr. Robb:—

*Resolved*, That a memorial be presented to the legislature of this state, praying the passage of an act providing substantially as follows, viz.:

That the several municipal councils of the city of New-Orleans, and the Police Juries of the respective parishes situated on the line of the road, be empowered to levy a special tax on the real estate lying within their respective limits, to be called the New-Orleans and Jackson Rail-road tax; provided that no ordinance thus passed shall be binding until approved by a majority of the legal voters of the locality, at a special election called for that purpose, and that the tax thus paid by any individual shall entitle him to an equal amount of stock in the company.

This principle has been resorted to in Kentucky, parts of Ohio, Tennessee, Mississippi, the city of Mobile, &c., with more or less modification, and the legality and constitutionality of it has been sus-

tained in an elaborate decision in the Supreme Court of Kentucky. (Talbot vs. Dent, 9 *B. Monroe's Reports*, p. 536, 538. 1849.) The case decides:

1. The legislature have constitutional authority to grant to town corporations power to tax the property of towns or cities, for the construction of works of internal improvement, for facility of access to, and transportation to and from the town or city. 8 *Leigh's Rep.* 120; 15 *Con. Rep.* 475; *Ten. Sup. Court.* A rail-road to a city is such a work.

2. Taxation by a local corporation for a local purpose, and tending to promote the local prosperity, is within the scope of the corporate powers of city corporations, when sanctioned by the legislative authority, though not consented to by each individual to be affected thereby; the will of a majority is to govern when it is referred to the decision of those to be affected.

The advantages of such a principle are these: It throws upon *real estate* the onus of those improvements which most certainly and speedily are felt by it in an appreciation of value. It causes all such property to contribute *equally*; and by the distribution of stock into small parcels, gives the whole community a direct and practical interest in the results of rail-road improvements, and thus insures greater vigilance and responsibility. It renders rail-roads practicable in quarters where, from the obstinacy or ignorance of the largest proprietors, they otherwise would not be, and removes from the enterprising the necessity of being at the *whole expense* of improvements greatly advantageous to the whole public in the long run, though, perhaps, *immediately* unprofitable. It is more unexceptionable than methods of state and corporation loans, or pledged credits, and does not trench upon any principle whose inviolability is essential; since under proper regulation and limitation, there will be little or no chance of abuse. In the South-west, the large majority are land proprietors, and *must tax themselves* at the same time, and *in the same proportion* that they tax others, and men are not generally so fond of the tax collector, that they will willingly and *rashly* adventure themselves within reach of his rapacious hands. Under this system, property will be altogether as safe and well guarded, as under republican institutions in general.

Finally, fellow-citizens, *the time has come for us to be astir in the great movements of the age, and let us meet together in one general convention for an exchange of views and plans; for a combination of these, where it is practicable; for a wider co-operation and a more generous rivalry; and for heartily pledging each other a bold, vigorous and sustained effort throughout all the future, in developing our resources and our power, and in strengthening the bonds of fraternity and of concord between us.*

New-Orleans invites you here, and, in the awakening spirit of enterprise throughout her limits, tells you that she is in heart with you, and will do her whole duty.

ERRATA.—In the Address of the Southern and Western Rail-road Convention, published in this number, an error is made in calculating the relative rail-road facilities North and South. It should have been stated, "*the North has twelve times, or including Texas, eighteen times the extent of rail-road to the square mile—and each mile of northern territory has, on the average, expended thirty times as much as each mile of southern territory.*"

## APPENDIX TO ADDRESS.

## INSECURITIES AND LOSSES ON WESTERN STEAMERS.

*Note, p. 145.*—Such has been the frightful loss of life within the past few years, and the enormous loss of property on western rivers, and so hopeless appears to be the case of all remedy, that almost any possible mode of communication would be at once preferred. Public confidence has been shaken in the whole system of western boating, and men begin to feel that the chances of the battle-field might rather be encountered than these. Nothing is safe, nothing secure. We lie down at night upon a volcano, which, in an instant, may hurl death and destruction in our midst. It is idle then to say that rail-roads cannot compete with steam upon these rivers. Upon their very banks the travel, and much of the trade, would be at once taken off by such roads.

Mr. Chambers, of St. Louis, furnished a year or two ago the list of steamboat accidents in twelve months, which showed 59 steamers, or more than one a week, destroyed; 245 lives, and \$590,000 property, exclusively of personal effects. This was a favorable year, as the loss of life has since reached 500 or more. The dreadful experience of New-Orleans is in confirmation. How frequently, within the last few months, has the work of death been consummated at our levees. The whole number of steamers built on western waters, from 1830 to 1847, says Mr. Burke, in his Report to Congress on "Boiler Explosions," is 1,915. The losses by explosions alone amount, according to the returns, (admitted to be altogether imperfect,) during the same period, to 198, or about 10 per cent.

## PUBLIC LANDS FOR INTERNAL IMPROVEMENTS.

*Note, p. 145.*—Government, by virtue of its proprietary, being benefited by the construction of roads, has pursued, to some extent, the liberal system of donating alternate sections, &c., in their aid. In the last two or three years many splendid donations have been made, particularly to the Central Road of Illinois and the Mobile and Ohio road. The whole amount donated in this way, up to 1847, was 6,693,781 acres, which has since been swelled to ten or twelve millions. The aid to be obtained from public lands for rail-roads is special to the southern and western states, and is an element of immense consideration, since, by the latest report we have access to, there were remaining 25 millions acres public lands in Ohio, about the same in Indiana, 38 millions in Michigan, 16 millions in Iowa, 47 millions in Wisconsin, 35 millions in Illinois, 43 millions in Missouri, 33 millions in Arkansas, 30 millions in Mississippi, 28 millions in Louisiana, 32 millions in Alabama, 34 millions in Florida. Total in these states, nearly 400,000,000 acres, which, by the late war bounty and other grants, has been, perhaps, reduced to 300,000,000 acres.

## RAIL-ROAD PROGRESS IN THE WORLD.

*Note, p. 146.*—The total amount of rail-roads now opened in Great Britain (1851) is between six and seven thousand miles. The total miles in the world, in 1849, was 18,656, having cost nearly \$2,000,000,000. It is estimated there were at the same time, in progress of construction, a further extent of 7,829 miles, the cost of which, when completed, would be £146,750,000. Thus, when these latter lines shall have been brought into operation, the population of Europe and the United States (for it is there only that railways have made any progress) will have completed, within the period of less than a quarter of a century, 26,485 miles of railway—that is to say, a greater length than would completely surround the globe, at a cost of about £500,000,000 sterling. To accomplish this stupendous work, human industry must have appropriated, out of its annual savings, £20,000,000 sterling for 25 successive years! Of this prodigious investment the small spot of the globe which we inhabit has had a share, which will form not the least striking fact in our history. Of the total length of railways in actual operation in all parts of the globe, 27 miles in every 100 are in the United Kingdom! But the proportion of the entire amount of railway capital contributed by British industry is even more remarkable. It appears that of the entire amount of capital expended on the railways of the

world, £54 in every £100, and of the capital to be expended on those in progress, £68 in every £100, are appropriated to British railways!

In about twenty years there have been constructed nearly 7,000 miles of rail-road in the United States, and those in progress will probably swell the amount 10,000 miles. The amount expended already reaches \$200,000,000. Of these roads 1,000 miles centre at the city of Boston, and required an outlay of \$49,221,400. Our whole public works constructed, including every description in the same time, would perhaps reach \$500,000,000. Great Britain, meanwhile, has built 5,000 miles at a cost of \$550,000,000, and projects 4,000 additional miles, swelling the aggregate to \$1,000,000,000. Her great north-western road, 428 miles in length, exhausted \$104,000,000 in its construction, sufficient to build our way from ocean to ocean. France has expended \$137,000,000, Germany 168,000,000, Holland \$39,000,000, and even Russia, despotic Russia, is on her way with three stupendous routes, from St. Petersburg to Warsaw and Cracow, to Moscow, to Odessa, to connect the Volga and the Duna! The passengers increased on British roads from 23,466,896 in 1843, to 57,965,070 in 1848, or more than double, and the receipts from them in the last period was £5,720,382, or about \$30,000,000. The total receipts from passengers and goods had augmented in six years from £4,535,189 to £9,933,551, or from 20 to \$50,000,000. The average cost per mile of British railways is £56,915, or \$275,000, the Blackwall road having cost nearly \$1,500,000 per mile! Her locomotives have reached 67, and, in one instance, 70 miles the hour; the average loss of life being, in 1847, 1 out of 2,887,053 passengers carried, and in 1848, 1 in 6,428,000; the German roads giving only 1 in 25,000,000!—*De Bow's Rev.*, Vol. VIII., 226.

#### TEHUANTEPEC AND FLORIDA PENINSULA RAIL-ROADS.

The project of a rail-road across the Isthmus of Tehuantepec, is one in which the people of the whole South and West have a direct and practical interest, higher than that of other sections of the Union. Though temporarily suspended by the difficulties interposed on the part of Mexico, the work should not be allowed to rest, but every effort, consistent with peace and good will towards Mexico, should be brought in requisition to carry it through. The road will, practically, make the Gulf of Mexico and the cities upon it the basis of future operations in the Pacific, until some overland communication through the continent has been achieved.

The Florida Peninsula road is also one of great interest, and should be properly represented in the proposed Convention. In Florida it has been advocated with much zeal, and a citizen of that state, (Mr. Fairbanks,) in *De Bow's Review*, connects it inseparably with the Tehuantepec. We give an extract:—

"The Tehuantepec route is 135 (160 or 170) miles in length, and is as practicable, so far as cost and time of construction is concerned, as that to Panama. The advantage offered by the Tehuantepec route, to compensate for its increased length, is the saving of sea distances from each direction to its termini on the Gulf and Pacific, being 1,200 miles north of Panama. This saving in sea distance is estimated at 1,700 miles, in making the trip from New-Orleans to San Francisco; the distances being stated at 5,000 miles from New-Orleans to San Francisco, by way of Panama, and as being only 3,300 by way of Tehuantepec; and being from New-York to San Francisco, by way of Panama, 5,858 miles, and by way of Tehuantepec only 4,744 miles—being a saving, by Tehuantepec, of 1,100 miles. This immense difference in the sea distances, other things being equal, would seem to be conclusive in favor of the Tehuantepec route. But, by the construction, in connection with this Tehuantepec route, of a rail-road across the Peninsula of Florida, a still greater saving of sea distance would be made in the distance from New-York. These two projects of constructing rail-roads across the Isthmus of Tehuantepec of 135 miles, and saving 1,700 miles in the passage to San Francisco, and across the Peninsula of Florida 135 miles, and saving 1,000 miles in the passage to New-York and Europe, would be achievements in the progress of communication, worthy of the spirit of the age, and of the consideration of the people of New-Orleans and the Memphis Convention. These connections made, and you will see that New-Orleans would become the great centre of trade and commerce of a continent. Without the Tehuantepec route New-Orleans is left far to the northward of the great stream of trade and commerce tending toward the Pacific. Without the rail-road across the Peninsula of Florida, the steamships connecting between New-York and Tehuantepec or Panama, will be compelled to leave her to the northward, or lose several hundred miles; while, with both these roads constructed, (and the Florida route is estimated at less than \$1,000,000,) she becomes the great central point of the commerce of two oceans. It is a magnificent idea to dwell upon, that, by the construction of 270 miles of rail-road, New-York and San Francisco are brought within 4,300 miles of each other, and New-Orleans within 3,000 miles; thus cutting off nearly 10,000 miles of the voyage round Cape Horn. And it will not be deemed an extravagant supposition, that, when constructed, 20 days will suffice to reach San Francisco from New-York, and 16 days from New-Orleans.

## WESTERN CANALS.

Whilst referring to the processes by which trade is being carried from the Western States to the East, we neglected to refer to the numerous canals now in successful operation. In addition to the *Great Erie*, there are—

1. *Illinois and Michigan Canal*, 96½ miles long, 60 feet wide, and 6 feet deep; locks 17; total lockage, 158 feet. It connects the Chicago, which empties into Lake Michigan, with the Illinois at La Salle, 213 miles from the Mississippi. The Illinois is navigable all the year in flat-boats, and 4 months by steam (the ice season being excluded).

2. *Wabash and Erie Canal*.—This extends from Lafayette, about 378 miles above the Wabash mouth, where it enters the Ohio, to Toledo on the Maumee, adjacent to Lake Erie, and is 187 miles long. It is intended to complete the canal from Lafayette to the Ohio River. At a place called *Junction* this canal intersects the Miami Canal from Cincinnati. It is probable the Wabash and Erie Canal is now complete to Terre Haute, on the Wabash. The *Muskingum Improvement* extends to the Muskingum River, at or near Zanesville, and is 91 miles long.

3. *Sandy and Beaver Canal*, connecting the Beaver River with the lake from the Ohio. 4. *Mahoning Canal*, being a cross canal of 83 miles long. There is a canal called the *Beaver and Erie*, 136 miles long, connecting with the Ohio 28 miles below Pittsburg. The connection with Lake Ontario is by the Welland Canal in Canada, and with Ontario and Champlain by the New-York canals. The points of union of those canals, then, with the Mississippi, are as follows:—mouth of Illinois on the Mississippi, 40 miles above St. Louis; mouth of Wabash, on the Ohio, 130 miles from the Mississippi; Cincinnati, on the Ohio, 550 miles from Mississippi; Portsmouth, on the Ohio, 589 miles from Mississippi; mouth of the Hocking, on the Ohio, 756 miles from Mississippi; Marietta, on the Ohio, 783 miles from Mississippi; at mouth Little Beaver, on Ohio, 994 miles from Mississippi.

4. *The State of Wisconsin* is now connecting the Fox and Wisconsin Rivers, which empty into the Mississippi and the Lakes by a canal of very short length. An exchange remarks:—"The above bids fair to become one of the most important public improvements ever made in the United States. The connecting the great Lakes and the Mississippi river by a route navigable by steamers, must form an era, even in our present advanced state of internal communication. A boat may then load at Buffalo for the Falls of St. Anthony, the Yellow Stone, or New-Orleans. The products of the great Mississippi valley will have a direct and cheap route to the Atlantic cities by way of the Lakes. Emigrants may then embark at Buffalo or Oswego, and be carried by the same steamer to the spot where they wish to settle. A new impulse will be given to the commerce of the country, and the bonds of our Union made the stronger by the opening of this new route, which is soon to rival all other artificial lines of water communication opened in this country.

## ART. V.—THE STATE OF MISSISSIPPI.\*

PROCLAMATION AND LETTERS OF WINTHROP SARGENT, FIRST GOVERNOR AND ORGANIZER OF THE TERRITORY.

THE long disputed boundary between Spain and the United States having been, at length, amicably established, the subjects of his Catholic Majesty, who were unwilling to fraternize with republicans, quietly retired from the Natchez District. General Wilkinson, with the view of ensuring future tranquillity, established a military post at Loftus-heights, (afterwards named Fort Adams, in compliment to the President,) and other posts along the line eastward, with a small garrison in each. His own head-quarters remained at Natchez, opposite to which a new Spanish fort was erected. A convention between Gayoso and General Wilkinson provided for the mutual extradition of deserters across the boundary, or across the river. A most amicable spirit prevailed between the civil and military authorities of the two provinces, in commemoration of which, the Spanish fort opposite

\* Continued from June number.



to Natchez received the name of "Fort Concord," from its commandant, Don Jose Vidal. The parish of Concordia, and town of Vidalia, owe their names to the fort and its courteous commandant.

Nevertheless, great jealousy was entertained by the Spanish Government of American immigrants, especially to such as had served in the Revolutionary War. Though, in the war, Spain had favored the Americans out of hatred to Great Britain, yet she had not then fully realized the possibility of her dominions coming in conflict with those of the republic; and, in truth, she was induced to conquer the Natchez District and the Floridas only with the expectation of holding perpetual possession of them, and rendering the Indian tribes a perpetual barrier between her American possessions and those of the United States. This policy was openly avowed by her at the treaty of 1783, between Great Britain, France, and the United States, and, as will be hereafter seen, was espoused by the French Government, and only frustrated by the firmness and sagacity of the American ministers, Mr. Jay and Mr. Adams. This policy was now rendered impossible by the surrender of the Natchez District, and in the rapid influx of American population into it, occasioned by its transfer to the United States. She saw foreshadowed that destiny by which she was ultimately driven from the American continent. The most stringent regulations were adopted to discourage the immigration into her territory, of any other than her own subjects. Every immigrant was required immediately to take an oath of allegiance to Spain, and to domiciliate in some old Spanish settlement, under the eye of a Spanish commandant. No foreigner, without money, slaves, or other valuable property, could receive a grant of land until he had lived, and been honestly employed, for the space of four years, within the colony. For want of equally salutary restrictions on the American side of the line, the worthy governor, Winthrop Sargent (who was a firm supporter of the Alien and Sedition laws,) was greatly troubled by turbulent and irresponsible men, as his letters hereafter to be exhibited to the reader, will abundantly show.

The Ordinance of 1787—the provisions of which (except the clause interdicting slavery) had been extended by Congress to the Mississippi Territory, required the appointment of a governor, secretary, three judges and other civil officers, and provided for a General Assembly, to consist of the governor, a council of *five*, and representatives of counties, and one delegate to Congress.

The General Assembly, in 1799, passed an act appointing justices with civil and criminal jurisdiction of limited extent, with the right of appeal to the parties affected by their judgments. (*Hutch. Code*, ch. 1 & 50.) The governor, by proclamation, divided the district into the counties of Adams and Pickering, so named in honor of the President and Secretary of State. The district extended about 100 miles north of the southern boundary, and about 25 miles east of the Mississippi River. It comprised about 6,000 inhabitants, of whom more than 1,000 were slaves. The territory north of this, for 500 miles, was inhabited by Indians. The Natchez District having been surrendered to the United States as part of Georgia, the consent of

that state had been previously obtained to the establishment of a territorial government, by Congress, over it. This consent was followed several years afterwards by an act of cession by Georgia to the United States (in 1802) of all her lands south of Tennessee, in consideration of \$1,250,000 of the first nett proceeds of the ceded lands, the United States recognising all grants of land made by Georgia to inhabitants thereof prior to 27th October, 1795. All the land so ceded was afterwards, by act of 1804, attached to the Mississippi Territory, which thus comprised the whole territory now composing Alabama and Mississippi, from the 31st to the 35th degree of north latitude.

The confidence in the federal government, exhibited by Georgia, in thus readily conceding to the former all jurisdiction over a country which she herself was incapable of protecting, presents a favorable contrast to the conduct of Texas, in reference to that portion of New Mexico claimed by her.\* The increasing power of the federal government was then a source of pride, and not of jealousy, to the old states, who had established it as a remedy for the evils of their previous weak and inefficient confederation. The reverence with which the federal authority was then regarded, is forcibly illustrated in the style of Governor Sargent's letters to the Executive department. They are replete with courtesy, and profound sense of duty and obedience. Though they may exhibit too much of this quality, yet such a style is far preferable to that affectation of equality and parade of independence which will not admit even of that subordination which difference of official rank requires for its own preservation, but desires to merge all distinctions in the title of "citizen"—a title which, during the French Revolution, raised every human butcher to a level with the purest patriot.

To some extent, these French notions of equality obtruded themselves within American circles, and so far had the insolent appeals of Citizen Genet to the "Democracy" of the country betrayed men into forgetfulness of what they owed to the character of General Washington, and the dignity of the first magistrate, that, at a public dinner given by the "Democratic Society" at New-York, on the Fourth of July, the President was toasted as

"Citizen George Washington!"—

without an additional word indicative of respect for his station, or gratitude for his services. It was even discovered that courtesy to the fair sex was incompatible with sound republicanism, and, although good democrats still married, the more scrupulous were careful that the public journals should designate the bride as "Citess," instead of "Miss." Such were the pains then taken to ingraft these French extravagancies on American manners.†

\* Of course we are entirely at "swords points" with our friend Mr. Chilton in this matter.—[ED.]

† Life and Writings of John Jay. Vol. 1, p. 319. (a.)

(a.) A plea might be put in for this democratic affectation, if we remember the passion for titles which had begun to develop itself in other quarters, and which in "*His Serene Highness*," etc., etc., sought to gratify the prevailing taste. (See some interesting pages on this point in Hildreth's History of the Administration of Washington; also, Garland's Life of John Randolph.)

But there was no French familiarity (of the revolutionary sort) in the letters of old Winthrop Sargent. He entertained a profound respect for the President and his Cabinet, and not only was not ashamed to express it himself, but made it the test of fidelity to government in others. The following letter is an exemplar of his respect for superiors:—

CINCINNATI, May 21, 1798.

"MY DEAR SIR:—I have just now received your favor of 4th instant. The confidence and good wishes of the President of the United States, (personal respect and admiration even out of view,) would be in a high degree grateful. I can know no greater happiness with the sentiments that I possess for Mr. Adams, than is communicated by his honorary distinction of confidence; and next to my desire of aspiring to an elevated station in the mind of the President, I assure you, sir, is my wish of being thought well of by yourself. \* \* \*

"I am, indeed, my dear sir, extremely sick, and perhaps too much debilitated to engage in those duties that might, even in better times, be to me arduous. However, my dear sir, you have expressed a wish, that, if the appointment is made, I should accept it. This also, I must suppose to be the desire of the President, and, in consequence, I shall implicitly be governed by your instructions; if I can believe it amongst the probabilities that my state of health may possibly admit of my discharge of those duties which shall be assigned to me. \* \* \*

"Before the arrival of Governor St. Clair, I was making my arrangements for leaving the territory. \* \* My situation was critical, and I had made up my mind upon a northern journey—a voyage to the sea-coast, as most congenial to my feelings. I have deposited the public records with a Captain Harrison,\* a young gentleman of Virginia, of education, son to a former governor of that name, long in the family of General Wayne in a confidential character, and who, for seven years, has sustained a fair, indeed unblemished reputation as a military officer. A few weeks since he resigned, and from faith in the goodness and propriety of his principles and his ability, I had placed in him the confidence before expressed; and I am sure, sir, that he will not betray any trust with which government may honor him. Indeed, I think him a very deserving young man.

"In case of my appointment, will it not be proper I should be furnished with a military escort? I hope government may be pleased to consider that my expenses at taking possession of the new country must be considerable, and make some provision therefor. The movement not having been calculated by me, has not by me been provided for. I leave home, and those little conveniences that have enabled me to live on my former salary; and I believe no man in the administration will be unwilling to confess that a considerable sum of money must be actually due to me for my services to this country.

"I have the honor to be, with every sentiment of respect and esteem, sir, your very humble servant,

"WINTHROP SARGENT.

"The Hon. Secretary of State."

The disrespect to the President, involved in the title of "*Citizen*," has, perhaps, been equalled since. Witness, a few years ago, the dinner of the New-York Merchants, at which "Her Majesty the Queen" was toasted with loud applause, and "His Excellency the President," (Mr. Tyler,) drunk in silence.—[Error.]

\* Since that time, President W. H. Harrison. The Governor displayed, in this instance, knowledge of human nature; all his confidence having been fully redeemed by his protégé, in his subsequent life.

In his next letter, the governor acknowledges receipt of his commission as Governor of the Mississippi Territory, and pledges himself most earnestly, to "act with integrity, and to the best of his ability," but urges his bad health as a plea in advance of all omissions, &c. He also regrets being compelled to visit the territory without the *judges*, but expresses his intention immediately to depart. This letter is dated May 29th, 1798.

In a letter of the same date, he says:—

"I do, indeed, accept your remarks in good faith, and you cannot confer on me a greater obligation than by continuing them. They may be honorable to myself and useful to the new government. The footing on which Governor Gayoso lived with the inhabitants of the Natchez,\* it may not be exactly in my power to observe, from the difference between the American and Spanish appointments, and which must be as well or better known to you than to myself. It shall be my study to conciliate and attach all parties to the United States.

"The opposition to my appointment, and the news which had preceded the same, was more than a little mortifying to me; as it was, however, only because I have been an Eastern man, the effects thereof are done away with, and to declare myself honestly, (which, perhaps, I am too prone to,) I should have felt myself infinitely more honored in one single nomination to a dignified trust, than dishonored or mortified by half a dozen rejections, notwithstanding my high respect for many members of the Senate, and I every day thank God for this branch of our government. May I, sir, solicit you to present my acknowledgments to the President? His moments are too precious for my immediate address; and with all the respect and admiration that it is possible for me to feel for the most dignified character in the Union, I should, I believe, be always compelled to silence, because I would not hazard intrusion.

"I have the honor to be, my dear sir, &c.,

"WINTHROP SARGENT."

In a postscript to the foregoing letter, he says—

"You have had enough to do with them to know they are a very troublesome and expensive people.

"Are the Spaniards to be courted, (with due respect to ourselves,) or kept at a distance? Will it not be advantageous that an early attention be given to the land claims upon the Mississippi? I am told Gayoso was extremely liberal in grants ere his departure."<sup>†</sup>

In a letter of June 4th, 1798, the governor wrote:—

"It will be my special duty to conciliate the good will of the white and red people, and I will endeavor to perform it. The *latter* are, in numbers, very frequently at Natchez; and I believe, expect to be fed by a patronizing country, as well as to receive some small presents."

On the 16th June, the governor wrote, just before starting to Natchez, as follows:

\* The reader has, in a former number, already learned what the governor was, at the date of this letter, ignorant of.

† None of these grants were valid, except when allowed by United States Commissioners.

"I mention the state of my health to impress on you more strongly the necessity that the officers of the government should speedily repair to the territory. *The presence of the judges cannot be dispensed with.*

"From the best intelligence I have been able to procure, there prevails in the country of our destination a refractory and turbulent spirit, with parties headed by men of perverseness and cunning. They have run wild in the recess of government, and every moment's delay in adoption of rules and regulations, after the ordinance, &c. shall be promulgated amongst them, must be productive of growing evils and discontent.

"I am anxious to know who is the first judge, and that he should be on his way to this country. I trust he will be a *law character* of strictest integrity, of converse with all the states national, and a man unconnected with land speculations, and that shall make the duties of his office the primary consideration.

"The Supreme Court, from whose judgment there can be no appeal, should no more lack legal information than integrity. \* \* \*

"I most earnestly pray that a regular communication by post may be established between the general government and Natchez."

On the 2d July, 1798, the governor was at the rapids of the Ohio, (now Louisville,) on his way to Natchez; and on the 20th August, wrote to the Secretary of State of United States, announcing his arrival, and enclosing a copy of his address to the inhabitants of the territory. In this letter, as in many successive ones, he still earnestly prays for the appointment of judges, the want of whom he declares to be a source of great uneasiness. He says:

"I pray God Mr. McGuire may soon arrive, or some *law character*. In a court from which there is no appeal, most certainly there should be law knowledge. Judge Bruin, a worthy and sensible man, is, beyond doubt, deficient, and Judge Tilton cannot have had more reading and experience. Under these circumstances, might it not be advisable to make some compensation to some gentleman learned in the law, as an attorney for the United States and territory?

"To one act I have been constrained since my arrival here. \* \* \* Mr. Cox was at large within the territory, and an armed party at his command. Before my arrival his coming was talked of among some few disaffected persons here; and that he was to assume the government of the State of Georgia. He is now in close confinement, but with every indulgence that a state prisoner could expect, for I am not disposed to torture even a criminal.

"We have no printing office in this country. We are remote from all others; and under such circumstances I shall find it impracticable to diffuse a knowledge of the laws and other useful matter without the aid of government. A small traveling press, sufficient for half a sheet of post paper, which would give four pages, would be a blessing to the people of the territory, and I would myself contrive to manage it, if we may, through your goodness, be indulged.

"At this place the Choctaw Indians frequently visit, and are sometimes troublesome to the inhabitants, by killing their cattle, &c. It might be well to keep them in good humor, by a little bread, beef and liquor, and some trifling presents, &c. \* \* \* I cannot make advances myself, as my own expenses will be greater than I had an idea of; living is higher than I had expected, and even house rent, I find, is estimated at \$300 a year."



## ART. VI.—HOW TO SAVE THE REPUBLIC, AND THE POSITION OF THE SOUTH IN THE UNION.

EMANCIPATION — ABOLITION — NATURAL LAW OF SLAVERY — PHYSICAL CHARACTERISTICS OF THE NEGRO—FATAL RESULTS OF SUBSTITUTING WHITE LABOR FOR BLACK AT THE SOUTH, ETC.

[Samuel A. Cartwright, M. D., of New-Orleans, long known and distinguished for his profound investigations upon the subject of *Southern Slavery* and the *physiological character of the negro*, has prepared for our pages the following most able paper, which we hasten to present to our readers, though necessarily attended with an enlargement of the number. It is too valuable to be postponed a single day.

The paper referred to by Dr. Cartwright as having been prepared by him for the Medical Convention, will be found in our July, August, and perhaps subsequent numbers of this year.]—*Editor*.

NEW-ORLEANS, July, 1851.

DEAR SIR,—There is shut up in the archives of the science of medicine enough of hidden knowledge to save the Union now and forever, if it were brought to light.

Knowledge is not power, unless it is made active by being set free. Imprisoned in the dissecting room, or in the student's closet, it is like light under a bushel. To be made an element of political power, the aid of the politician, the greater the better, is needed to give it an impulse that will send it to the cottage of every voter. The object of this communication, and of the first article in the Medical Journal, I herewith send you, is respectfully to call your attention to the result of some scientific investigations that I faintly hope may be converted into an instrument of good to assist in saving the Union, if brought upon the political arena at this important crisis.

Some time ago I was appointed by the Medical Association of Louisiana to make a report on the diseases and peculiarities of the negro race. In performing that duty, the third of a century's experience in treating diseases in a section of country where the white and black population are nearly equal, lent me its aid. A vast number of facts, standing thickly and closely along the obscure by-paths, that none but Southern physicians travel, have been interrogated, and the important truth demonstrated, "that the same medical treatment, under the same external circumstances, which benefits or cures a white man, often injures or kills a negro, and *vice versa*." It may not be unworthy a great statesman to inquire, if what is true in Medicine may not be true in Government, and to investigate the question, whether the laws and free institutions, so beneficial to the white man, may not be detrimental and deteriorating to the negro? That a great difference exists between the organization of the white and black man, has long ago been proved by anatomists.

Semmerring, for instance, a learned author of the last century.—Difference in physiology also implies difference in structure. The practice of negroes in exposing their bare heads and backs, through choice, to the rays of a sun hot enough to blister the skin of a white man, proves that they are under different physiological laws from him—not from habit—(as such

habits cannot be acquired,) but from difference in structure. Comparative anatomy, physiology, and the phenomena drawn from daily observation, prove the fallacy of an hypothesis, that foreign writers, chiefly English, have been very industrious in propagating in this country, for the last twenty years: "That there are no internal or physical differences in mankind, whether white or black." The reception of this hypothesis, as if it were an established truth, by a considerable number of our people, lies at the bottom of all those political troubles that endanger the Union; as it takes for granted that the personal freedom, so ennobling and beneficial to the white man, would be equally so for the negro. When this hypothesis was first announced by Gregoire, in the National Assembly of France, Robespierre, to stifle all objections, cried out, "*Perish the colonies, but save that principle.*" The prosperous colony of Haiti, with a population equaling a third of the United States of that day, was torn from France, not so much by the negroes in rebellion, as by the French army, under Southonax, having been instructed by the Home Government to carry out Robespierre's principles. Under that abolition principle, Haiti became a free negro republic, and instead of going up, *pari passu*, with us, immediately began to *perish*, and continued to perish, until it voluntarily threw itself into the arms of despotism. The British East India Company got the indigo culture transferred from Haiti, then making three-fourths of all the indigo in the world, to the East Indies, and have ever since monopolized it. The negroes got liberty, and after shamefully abusing it for more than half a century, voluntarily gave it up as a thing of no value to them.

Nowhere were the doctrines of the French Revolution more strongly denounced than in Great Britain; yet, after the practical workings of those doctrines were found to enrich the British East India possessions with a monopoly of the Indigo culture, the same doctrines were sent across the Atlantic in almost every English book, newspaper and periodical, urging us to give the negro liberty: the same thing as to urge us to give up our cotton and sugar culture, and let British Asia monopolize it as well as that of indigo.

None know better than our friends, the British, that free negroes will not work, (having tried the experiment,) and that white people cannot endure the hot sun of a cane or cotton field. To give an hundred millions per annum for a second-hand abstraction of Jacobin coinage, would be paying too dearly for a whistle to amuse the North, and a sword to pierce the South. The hypothesis that would place the negro on a political and social equality with our free white citizens, is urged upon us by a foreign people, who have neither social nor political equality among themselves, and whose laws and usages make distinctions where Nature makes none. Yet without annulling the artificial distinctions, dividing her own subjects into classes, Great Britain has permitted her pulpit to be desecrated, and her literature corrupted, to break down the distinctions that Nature has made between the white and the black races inhabiting the United States; her subjects preaching a false French hypothesis to us, as a sound Christian and republican doctrine, and taunting us daily as being only half way Christians and republicans, because we do not receive it. Having profited by the dissensions springing from the seed of their own sowing in the East Indies and elsewhere, the East India Company, the lords of the loom and those in their interest, have almost out-Yankeed the Yankees, (as they call all Americans,) being in a fair way to carry back American manufactures to England, and the cotton and sugar culture to its old home in India, by humbugging us with abolition literature, abolition divines and agents, like George Thompson, to give up our glorious Union for a vain abstraction of Jacobin origin. Great Britain would, no doubt, form most favorable and

highly friendly commercial alliances with any seceding state or states, just as long and no longer than it would take a bitter and bloody civil war between the North and the South to break up American manufactures, and to transfer the agricultural wealth of the South to British Asia, where she has already hundreds of thousands of Chinese (according to Leonard Wray, Esq., the author of the "*East India Sugar Planter*," a late work published in London) engaged in the cultivation of sugar and cotton, the experiments with Hindoo laborers not having been satisfactory. But the hypothesis which is undermining our Union, "that *the negro is a white man only painted black*," has no foundation in Truth or Nature. All history disproves it. The science of comparative anatomy bears positive testimony against it; the dark color not being confined to the skin, but pervading, to a certain extent, every membrane and muscle, tinging all the humors, and even the brain itself, with a shade of darkness.

The statue of the negro in Westminster Abbey, kneeling before that of Mr. Fox, is at once recognized as a veritable son of Africa, although made of the same white marble—thus disproving, by the artist's chisel, the mischievous sophism, which makes color the only difference.

Observation also proves that the negro is under different physiological laws from the white man. The Bible declares the same thing, as it gave him the significant name *Canaan* or ("*Submissive knee bender*,") to express his nature, and doomed him to slavery, as a condition the most consonant to that nature. That book gave him but one commandment, to serve his brethren, to be their servant of servants—clearly implying that they are responsible for his observance of the other ten. Domestic slavery is made a blessing instead of a curse to the Ethiopian or Canaanite race by a different conformation of body, cast of mind, and turn of thought, imparting to that race a fitness for that institution, and an unfitness for any other. Hence justice, mercy, and the best interests of the slave race suffered no violation, (as Voltaire vainly thought and rejected the Bible as a fable on that ground,) but was promoted by Joshua taking their country from them, and reducing them to bondage; inasmuch as their organization, not less than that of children, rendered them unfit for independence. If both the North and the South were to study the African character more closely—the natural history of the Ethiopian or Canaanite, and what the Bible reveals concerning him—our happy and prosperous confederacy would be in no danger of dissolution. The former would see that personal freedom is in opposition to the negro's nature—and the latter would perceive, that, by the action of a higher law than the Constitution, or anything that fanaticism can do in the Union, or out, there is no more danger of his leaving servitude, provided it be the proper kind of servitude, to go in quest of liberty, than the ox his straw in search of animal food.

The consciences of many of our Northern people are very tender, because American liberty, equality, and republicanism do not come up to the abstract notions of British and some other writers of what such things ought to be. Our admirable system of government is founded on the Baconian philosophy carried into politics, and not on impracticable abstractions. It would not reach the ideal, impracticable standard of liberty, equality, and republicanism, if the negroes were turned loose, until the women and children were allowed to vote, and all political and domestic restrictions removed from them. Natural distinctions in society is the rock on which American Republicanism is built—built on any other foundation, it never has stood, and never can stand. By virtue of those distinctions, that Nature alone has made, women, children, and negroes are assigned to such places only as best suit their physical peculiarities and natural capacities; nor could a female or a baby become the head of our

government, as females and babies sometimes do in those tottering governments founded on artificial, instead of natural distinctions in society. Nor is our slavery, slavery in the European sense of the term. It is not like bondage in Algiers, nor like want created to diminish wages, stalking about in Great Britain and Ireland, begging service from door to door, without food or shelter; but it is only a relation in conformity to the natural adaptations of the persons consigned to that condition. Nor are women and children in slavery among us, as crazy theorists have asserted, but only in a relation or state, in conformity to their nature, as the negroes are. To break up this fitness of things would be to break up the government. The restraints of the domestic or fireside government having been removed by the predominance of impracticable notions of liberty in France, mobs of women and boys overawed the National Assembly at Versailles, in the days of the French Revolution. At a later period, Bolivar, foolishly trying to improve on the model government left by Washington, turned loose the negroes of the republic of Colombia. Where is the republic of Colombia? It is not on the map of the world. It was there, and you remember when. It has gone. To know how and why, let Nature be called on to answer. She will say, that it was when political fanaticism violated her by disregarding the distinctions which she had made, that the French Republic fell, and Colombia was blotted out from her place among the nations.

It would be bad enough to break up our confederacy for the benefit of a few negroes, or even of all Africa, at the expense of the white race; but it would be madness to do so to impose on them a thing that has always been ratsbane to their minds and morals.

It is unnecessary for me to apprise you, that the great mass of the people North and South, of both political parties, view with pride and admiration your patriotic efforts in the cause of *Union*, and that you are acknowledged here and elsewhere, as everywhere within its boundaries, as the chief defender of the *Union*, the laws, and the Constitution. Your arguments are amply sufficient to preserve the Union against the action of those who are satisfied with it as it is, and are only anxious that the obligations imposed by it be respected by the people of all the states. But they have no tendency to restrain that portion of the people at the North, who believe the Union does too much for the slaveholding interest in remanding fugitives from service back into bondage; nor those of the South, who believe it does too little, or worse than nothing, and is about to be perverted into an engine to crush them.

Both these parties are growing parties, and will, if not checked, soon out-number the constitutional or Union party. The belief is industriously propagated at the North, by George Thompson & Co., that the Constitution tolerates injustice in authorizing the enactment of laws to restore fugitives to the bondage from which they fled—and that all such enactments are violences offered to the conscience of a moral and religious people, being contrary to the *higher law of God*. Great numbers are inclined to favor such opinions, who are not with Thompson and his abolitionists, but are willing to carry out the laws in good faith, until they have an opportunity to alter or change them. Even your eloquence cannot long make the Northern people love an Union requiring them to do violence to their conscience in obeying the requirements of the laws done under it, if by so doing they believe they are violating a higher law of God. Nor could you restrain such, even among your neighbors, from agitating the repeal of the Fugitive Slave Law, although you were to lift the curtain of time, and make them behold with their eyes the grass growing in the streets of Boston, their trade and manufactures destroyed, the South locked against them, their pockets drained to support a war against their former best friends and customers,



and their best blood flowing in the unnatural strife. You know that the sons of the Pilgrims are made of that stuff to lose all these to save their conscience—conscience is the same whether pinned to a false Jacobinical French hypothesis, asserting the negro's right to liberty and equality, or to the eternal word of truth, derived from Nature, and revealed in the Bible, denying that right. Fanaticism, true religion and patriotism are alike in some respects, being insensible to the dollar argument, and alike unappalled by the fire or the sword obstructing the cause that either has espoused. Although your eloquence has as much power in the South, yea more than any other man, it cannot long keep up the love of union among our people, if that political compact be perverted from its original intention of securing peace and equality into an instrument of aggression, in the hands of an unbridled majority, to rob us of our equality, and to kick us into a corner to dwell as submissionists, until the iron heel of power treads us into the dust. Here, if not five, as Mr. Clay would say, are two bleeding wounds requiring to be stanchd to save the Union, if not from immediate, from ultimate dissolution, and who are to stanch them? The sovereign people? They have long been trying, but they work awkwardly, not having the requisite knowledge of the anatomy of the body politic, and not understanding its internal organization sufficiently to know, that, from the laws of necessity, some parts of the complex machinery must be made to honor and others to dishonor; some to gather, and others to consume the products gathered—that, like the human system, it is composed of elementary organs, as different in their nature and structure, as the brain from the stomach, or the muscles from the bones, and that the stimulus that moves one will not another—being endowed with different kinds of sensibility. By going deeply into the organization of our political institutions, it will be found that domestic slavery is not a blot or excrescence upon them, but a component part of their structure, and cannot be excised or cast off without destroying the organism uniting all the parts of this confederacy into a grand, wonderful, and progressive whole, such as the world never saw before. The reason is, that the African is *not* constituted in mind or body, in the skin or under the skin, like the white man, but is a being peculiar to himself, and unlike any other kind of man. So different was he from the rest of the population, that when our fathers brought him into the Union, they retained him in the same position he occupied anterior to his admission into it. Nor did the Revolution, the State Constitutions, or that of the Federal Union, make any change in the government of women and children—no political power being accorded to them—nor did they want it—nor would they have accepted of it had it been offered to them, because its exercise would have been unsuitable to the sex of the one and the tender age of the other. As they were in colonial times, so are they now, and so are the negroes—each of these parties being left to move in those paths wherein it has always found its greatest happiness.

It is erroneous to suppose that the cotton and sugar interest, grown up since the adoption of our present Constitution, has perpetuated domestic slavery in the South, which otherwise, ere this, would have been voluntarily relinquished. The extension of the cotton and sugar culture, so far from being misfortunes to the slaves, has tended, more than anything else, to ameliorate their condition; because the product of their labor is thereby sufficiently valuable to enable their masters to supply them with all the necessary comforts of life, being prompted thereto, if not by humanity, by the motives of interest. The most efficient, and, of course, the most profitable laborers, are those who are the most active, healthy, happy and contented. To be active, healthy, happy and contented, there is a higher



law, which says, their griefs shall be inquired into, their troubles removed, and they shall be well fed, lodged and clothed. Interested motives, if nothing else, would force the master, whose slaves are profitable to him, to protect them from what are called the abuses of slavery, and to bestow on them every comfort and attention that the most tender humanity would give. Everything which enhances the value of the slave improves his condition; as it brings the self-interest of the master the more strongly to bear in protecting him against abuses, and in adding to his comforts. On the other hand, everything that diminishes his value, or that of his labor, whether it be the introduction of Chinese laborers into India, or the exclusion of slave labor from any state or territory where it would be profitable, operates injuriously against the interests of the slave, who may with truth say, "Save me from my friends, and the laws of God will make it my master's interest to take care of me." Slavery, before and at the time of the formation of our present Union, was not as good a condition for the blacks of the South as it is now, because the profits of that kind of labor were not sufficient to afford the laborers the comforts of life they now enjoy.

Their value was also so inconsiderable that self-interest was not so watchful as now, to protect them against gross personal abuses. But if their labor were ever so unprofitable, they would not be emancipated in the South, as they have been in the North, for the plain reason, that, if turned loose, they would be a tax and a nuisance too heavy for the white population to bear, and a war of extermination would be the consequence.

The few that were emancipated in the northern states have been a nuisance, a tax, and a burden to the white inhabitants, half filling the northern prisons, penitentiaries, and alms-houses. The white population of the southern states have no other alternative but to keep them in slavery, or to drive them out, wage a war of extermination against them, or go out themselves, and leave their fair land to be converted into a free negro pandemonium. *But why not keep them in slavery?*

The white and the red ants make slaves of the black ants, yet they are the very insects to which the Holy Scriptures refer us to learn wisdom. For every negro in slavery in the South, there are more than an hundred thousand negro ants in slavery in the same region.

Slavery, therefore, of the black to the white man is not incompatible with the economy of Nature. The institution cannot be founded in sin, or we would not have been referred to the insect slaveholding sinners to learn wisdom. The products of slave-labor form a very essential part of the wealth and prosperity, not only of our entire republican confederacy, but of the world at large; a single product of that labor furnishes a cheap clothing for the inhabitants of the globe, who, having less to pay for clothing, have more to expend in purchasing knowledge, and more time to spare in cultivating the moral virtues. If it be a sin, it is unlike any other sin, in doing good to the whole world instead of evil.\* To dispense with the products of slave-labor would not be much unlike dispensing with the offices of the liver in the human system, because it is a dark, ugly organ, gathering and distributing black, sluggish blood, without a drop in the *portal circulation*, (as it is technically called,) reaching the free vital air, as every drop of blood in every other part of the system is continually doing in the lungs. Yet unlike every other organ in the human body, the liver thrives by digesting that which every other part rejects, and sends from it to be vivified by the free air in the lungs before it will drink it in. It is worthy to be remembered that our fathers were practical men, and founded

\* See Family Library for Natural History of the Ants and their slavery institutions.

our government on the truths taught by experience, and rejected the sophisms of the *a priori* logic of the Illuminati. Unfortunately those sophisms have outlived the many republics they have killed.

One of those sophisms which teaches, that "the negro is only a lamp-blackened white man debased by slavery," has led many of our northern people to believe that slavery is sin, and has made some of them but too willing to kill the world's last hope of republican institutions, to get rid of a sin that has no existence as a sin, from anything said against it in the Old or New Testament; but is only inferred to be a sin by a Jacobinical sophism picked up amongst the ruins it so largely helped to make of republican institutions in France, and from thence exported to America by British agency—particularly that of the East India Company, whose charity towards us, in making us sensible of a new and unpardonable sin of the deepest dye, which the Bible winked at and tolerated, would be rewarded by a monopoly of the cotton and sugar culture in their vast conquests in Asia. Are not the very parties who are now urging our northern people to set at defiance the Fugitive Slave Law, and to agitate its repeal, the very parties in the interest of the East India Company, who first stimulated our northern people to commence a system of aggression against the southern states some fifteen years ago, by establishing anti-slavery societies in this country, similar to those in Great Britain, which played such a conspicuous part in sacrificing the West India planters to promote the aggrandizement of British Asia?

The slave-labor sugar of the West Indies coming in competition with East India sugar, it was policy to give it up to encourage the larger interest. Hence slavery was abolished over a territory about half as large as South Carolina, (the whole of the British West India Islands only having seventeen thousand square miles, that of South Carolina, thirty-three thousand,) and containing a population not exceeding a sixth or seventh rate state in our Union, in order to open a way for the establishment of the sugar culture on a grand scale in a vast sugar region in Asia, having a territory of upwards of one million of square miles, and one hundred and fifty millions of inhabitants.

The experiment is succeeding. To succeed with cotton, and every other southern product in British Asia and New Holland, it is foreseen that nothing stands in the way but the associated or slave-labor of the United States, Brazil and Cuba. Already do the East Indies, according to Leonard Wray, Esq., produce more sugar than the United States and the British West India Islands together. The same parties, who moved the British Parliament to sacrifice West India interests, have been for more than fifteen years sowing the seeds of discord between the North and the South on the subject of slavery. No sooner was the policy of abolishing that institution in the British West India Islands, to extend the culture of sugar, (throughout a country that a line from Boston to New-Orleans would not reach across,) carried into effect, than forthwith George Thompson, member of Parliament, the British Anti-Slavery Societies, and all the writers, lecturers and agents in the interest of the East India proprietors, with one accord, made a simultaneous movement on the United States, proclaiming war against slavery. They boldly planted the anti-slavery banner in our northern states, and instigated the formation of abolition societies in our country, bound by their organization to wage an uncompromising warfare against the institutions of the South.

Has the foreign influence, that presumed to meddle with American institutions, been moved thereto by motives of humanity? Malcom, the celebrated Baptist preacher of our own country, who traveled all over the East Indies, found there ten millions of people in the most odious personal bond-

age, whom the West India emancipation act expressly reserved in slavery at the very time that the above mentioned parties were prosecuting the most violent hostilities against negro slavery in the United States. The greater part of those persons in our country, who would, if permitted, interfere in the affairs of Cuba, have the political aggrandizement of that island, the happiness and best interests of its inhabitants, at heart. Can the same be said of George Thompson, member of Parliament, and the vast multitudes whom Great Britain has so long permitted, if not incited, to interfere with American affairs, in trying by every means to break down a political institution in the United States, which, if they could succeed in, that great foreign power, at peace with us, can hardly help knowing, will rend our Union into fragments, destroy our political strength as a nation, break up our commerce, manufactures, and agriculture, and convert our happy land into a field of desolation?

The foreign enemies of American republicanism and the interested East India proprietors, long ago found out that the conscience of the Puritans is particularly tender on the subject of Southern slavery; hence they have been, and still are, continually stinging it by upbraiding them as guilty of sin for being in the Union with slaveholders, and for not resisting, by violence and blood, the execution of the Fugitive Slave Law. The northern people do not want the fugitives as constituent parts of their own society; they had rather not have them, if their conscience was not continually stung and gored by such John Bulls, as George Thompson, the East India proprietors, and the members of the British and Canadian Anti-Slavery Societies, to keep the poor fugitives as a sign of their having washed their hands of the sin and guilt of slavery—a sign they know would be, as matters now stand, the death warrant of our Union. Aggressions on southern rights and interests, thus brought about, have awakened the South to the necessity of adopting some effectual means of repelling them. Hence have arisen all the differences between the two sections. The southern mind has adopted the *a posteriori* method of reasoning on the slavery question, and the northern the *a priori*. These two methods of considering the subject have brought the two sections to exactly opposite conclusions. An admixture of the two modes of reasoning for a long time gave the great mass of the people, North and South, mixed and indefinite notions on the merits of the question. The *a priori* logic leading them to look upon domestic slavery as an evil, while the facts, observations, and experience of the inductive mode of investigation clearly proved, that if it be an evil, it is one of those theoretical evils for which there is no remedy without incurring greater evils—in other words, no evil at all. Yet the admission of its being an evil, by distinguished southern men, prevented the merits of the question from being looked into by the public. Such persons contented themselves in waiting on time and circumstances for some safe and effectual method of removing the evil, like many good people are waiting for the millennium to remove the evils incident to the relation of master and apprentice, parent and child, husband and wife. While Mr. Jefferson was casting about for some remedy to remove the evil of having the country filled with a slow-motoned, inefficient, profitless black population, who, for want of brisk motion of the body and attention of mind, could not compete with the white man in the ordinary branches of industry and of the arts, and who were half naked and starved near his own door, the rich cotton, cane and rice fields were opened in the burning South, where free white labor is much farther behind slave labor in efficiency, than the latter behind the former in other branches of industry in a cold climate. The slow-motoned, sleepy headed negro population, whom Mr. Jefferson did not know what to do

with, and to use a common expression, ("could not earn their salt,") suddenly became, by the introduction of the cultivation of cotton, cane and rice, superior to the white man in efficiency—benefiting themselves, enriching their masters, the whole South, and the entire Union. The products of their labor being thrown into the markets of the world, became a new and important basis of manufacturing and commercial wealth—products which their labor alone could produce, in sufficient abundance and cheapness to supply the wants of mankind.

Neither party, North or South, has viewed the question of negro slavery in a philosophical point of view. It has been mere experience on the one side, and mere theory on the other. You and the rest of our statesmen have been so well satisfied with the working of our political system, that you and they seem to have been content to direct and guide it, without looking into comparative anatomy for the physical differences in the population that would explain the paradox of slavery in a free republic, and demonstrate the reason and justice of our political institutions, in not according to all classes the same privileges. Much of the knowledge, in regard to the physical differences between our white and black population, is confined to a few scientific men in private life, and to those persons in the South who have had opportunities of acquiring it by observation, but have not the requisite acquirements and opportunities for diffusing it.

Knowledge, to be diffused among the mass, and to be brought into practical use, must first pass through the alembic of some superior intellect to be refined and purified. I cherish the opinion, that if you were to seek for that particular kind of knowledge, (touching the true nature and character of our negro population, and on which our peculiar southern institutions rest as a basis,) that you could find it, and when found, could diffuse it. Its diffusion would be like oil on the troubled waters, quieting the conscience of the North on the subject of slavery, or at least starting a new train of thought, that would naturally lead the Northern mind, step by step, to a quiet conscience and freedom from responsibility for negro slavery in the South. Northern agitation and aggression would cease, and southern agitation and secessionism would also cease, as soon as the provocations causing them should be removed, or even a fair prospect of their removal, by a new train of thought started in the North by a northern political chieftain renouncing the prejudices of education, and coming out boldly and plainly for the truth. South Carolina would not now stand alone with secessionism on her banner, if you, a northern statesman, whose politics have heretofore been in opposition to the southern majority, had not taken the noble stand you did take on the laws and Constitution, and boldly faced northern fanaticism.

Believe me, your course in facing political death, in defying fanaticism in the North, and touching it with the spear of Ithuriel, has restrained the hands ready to unfurl the secession banner in almost every state south, and, but for you, would have been unfurled ere this. One step further, and you restrain South Carolina herself, not by drawing the sword, but by diffusing thought. By diffusing thought you defended the laws and the Constitution, by bringing northern patriots into the field to repel the aggressions of northern fanaticism.

By diffusing thought, you could bring over America to your standard, in defending the foundations on which republicanism, the laws, the Constitution, and the Union, are constructed. To go into an analysis, or to invite an analysis of the slavery material in that foundation, so as to ascertain its different composition and nature, would be to take the desired step, that would do more to strike down the secession banner in South Caro-



lina, than could General Scott, at the head of the largest army that was ever mustered into the service of the United States.

If South Carolina were to see the northern people, under a northern leader, discarding Jacobinical sophisms, and examining into the question, as our fathers did, for the best political position for the black population, by the light of experience and the inductive method of arriving at truth she would pause long and deliberately before making the fearful experiment of secession, because there would be grounds of hope that that method of investigation would ultimately revolutionize northern political opinion, by demonstrating that *the negro is not a white man painted black*, as they have heretofore supposed, but a different being, of a different nature; and affected in directly opposite directions from the white man by the things called liberty and slavery. The public sentiment so predominant at the North, that the negro can be *washed white* by personal freedom, political and social equality, and that it is a sin and a shame to Christianity, republicanism and humanity, to let him remain so long unwashed, has led to a system of fanatical aggression at the North, which South Carolina believes will bring swift and sure destruction upon her, if she remains in the Union, and hence she is preparing to leap, as from a ship on fire, into the gulf of secessionism. She is deaf to the recital of the dangers she may encounter out of the Union, believing that sure destruction awaits her in it. But if public sentiment North could be directed, by the force of some strong and commanding intellect, into another channel of thought, calculated to lead to the truth she would have hope—hope would make her pause, as she only leaves the Union because she sees no hope of safety in it. The North could not object to a consideration, of the question on the higher law basis, and to inquire into the reasons why our fathers, anterior to the Revolution, during that period and at the formation of our present Constitution, kept the negro under the same institutions he is still under in the South. These reasons will be found, not so much in this inferiority of mind, as in a marked difference in his disposition and nature from either the white man or the Indian.

Observing, that by the operation of some higher law, that he was essentially different from any other human being, they retained him under institutions compatible to him, but incompatible to either the white man or the Indian. Without taking sides in the controversy, either for the North or the South, but only for the truth, you might render the country a great service, by directing public attention to the only safe and sure mode of finding the truth. The truth found would, no doubt, put South Carolina and Massachusetts where they were in the days of the Revolution, shoulder to shoulder in the cause of American liberty, power, and progress. A misunderstanding between the North and the South has arisen, and those who were foremost in the Revolution for union and concert to make America strong, are now foremost in those measures of disunion and strife, that, if persevered in much longer, will make her weak and contemptible in the eyes of the world. The one party claims as rights what the other party does not regard as rights—the right of property in man—the right to hold man in bondage.

The one claims the right by virtue of Nature's laws, the lessons of experience, and the laws of necessity. The other denies the right on the abstract principle, that presumes that all men are alike, and entitled to the same privileges and immunities.

Both parties, except that portion under anti-republican and foreign influence, desire the truth. Both want justice, and nothing more. Both are seeking the welfare of the negro, and wish to reach it without destroy-



ing their own—the one contending that his welfare lies in slavery, and the other in freedom. As the premises cannot be settled by the parties themselves, it would be better to refer them to the umpirage of comparative anatomy, physiology, chemistry, and history. Comparative anatomy, if interrogated whether the organization of the white and the black man be the same or not, could put the question beyond controversy, *and leave the North and the South nothing to dispute about.* Physiology could say whether the laws governing the white and black man's organism be the same or different. Chemistry could declare whether the composition of the bones, the blood, the flesh, skin and the secretions, be composed of the same elementary substances, in the same proportions and combinations, in the two races, or in different proportions and combinations.

History, likewise, could throw much light on the subject of what has proved best for the negro. Mr. Seward and the higher law advocates in the North could not consistently object to your recommending the higher law mode of investigation, and settling for ever this vexed question. I venture to predict that it would show him the higher law, which keeps the negro in servitude, written in his organization. The abolition divines, who preach the higher law, could discover the same thing that anatomy will reveal, written in Hebrew in the ninth chapter of Genesis, and in other places in the Bible. The common higher law abolitionists, who have not time to devote to the dissecting-room or to the Hebrew, could see the higher law any night of their lives, by looking at a negro asleep, breathing the mephitic air called carbonic acid gas, manufactured in his own lungs, being caught and confined by the covering the higher law compels him to put around his face. The effect of confining, by covering his face, his own breath, to breathe over and over again the whole night and every night of his life, produces certain effects upon the blood and the brain requiring the chemist and physiologist to explain. But that explanation would only be repeating what comparative anatomy discloses, history tells, chemistry proves, and the Bible reveals, that by a higher law than the Union, the Constitution, or any other human enactments, the negro is a slave.

The negro being a slave by Nature, no legislation is necessary to regulate slavery, or to say where it shall exist or where it shall not exist. The institution will regulate itself under the higher law of Nature, if that law be not obstructed by unwise legislation. Under the higher law, and not by any act of the Federal Government, it was abolished in the northern states. It proved, by experience, to be an evil in those states, because, from the nature of the products and the climate, it was found to be much less expensive to purchase free white labor than to be burdened with the cost and care of supporting such inefficient, wasteful, and slow-motioned laborers, as negroes were found to be.

Hence, after the black population were somewhat diminished by being sent South, the balance, not very numerous, were emancipated. The Emancipation Acts of the northern states were supererogatory, as in most cases the northern masters were glad to let their slaves go free before the time fixed by law, finding them to be a tax and a vexation.

Delaware and Maryland are now in a transition state, preparatory to becoming free states—selling their slaves to southern planters, until their numbers be so far reduced as to make emancipation of the balance safe and practicable.

But if they had no outlet open for thinning out their negro population, they would be compelled to keep them in slavery, and encounter the evils of a somewhat more inefficient, careless and expensive class of laborers, than

incur the greater evils of being overrun by a heavy population of disorderly, worthless, and unproductive free negroes.

Negro slavery, from natural laws, if not interfered with, must ultimately be confined to that region of country South, where, from heat of the climate and the nature of the cultivation, negro labor is more efficient, cheaper, and more to be relied on than white labor. Virginia is a slave state, yet natural causes have almost excluded slavery from the larger half of her territory. Why not, therefore, give the whole subject up to the higher law of Nature to regulate?

If negro slavery, from mistaken notions, be carried into a state or territory where slave labor is less efficient and profitable than white labor, natural causes will correct the mistake, as they have done in the northern states and in Alpine Virginia, by forcing it out again.

On the other hand, no good, but much evil, will result from prohibiting slavery in any state or territory, where, from heat of the climate, and the products of the country, no other kind of laborers can do the required drudgery-work in the sun *and live*. The labor, requiring exposure to a mid-day summer's sun, from the laws of the white man's nature, cannot be performed in the cotton and sugar region without exposing him to disease and death; yet the same kind of labor experience proves to be only a wholesome and beneficial exercise to the negro, awakening him from his natural torpor to a new life of pleasure and activity. In Africa, the West Indies, as well as in this country, experience proves that negroes will not labor unless compelled by the authority of a master. The question is, shall the white man bring disease and death upon himself by performing drudgery-work in the sun, or make the negroes do the work—the sun, which sickens and kills him, being a luxury to them? He in the shade, laboring and managing for their benefit as well as his own; they in the sun, working for the benefit of the common household, of which they form a part—constitutes the relation of master and slave, an institution designed by Nature to be beneficial to both parties and injurious to neither. Here, in New-Orleans, the larger part of the drudgery-work, requiring exposure to the sun, as rail-road making, street-paving, dray-driving, ditching, building, &c., is performed by white people. The sickness and mortality among that class of persons who make negroes of themselves in this hot climate, are frightfully great—while the mortality among all those classes enjoying the advantages of the relation of master and slave, you will be surprised to hear, is not greater—is not as great—as among an equal number in your own city of Boston. Our tables of mortality, compared with the cities of the northern states, prove that the mortality among children is not as great here as there. Thus showing that the great aggregate mortality of New-Orleans, above that of the northern cities, is not owing to the climate or locality being unfriendly to human life, but is mainly owing to a large class of persons in this city violating Nature's laws by making negroes of themselves. Our tables also show, that, in all over fifty, the mortality is less than at the North. For the plain reason, that neither children nor old persons are much exposed to the sun. Lest it be thought, that all the advantages of the relation of master and slave might, at least, be attained for what you call the colored people, if emancipated under favorable circumstances, permit me to inform you, that emancipation in this city, many years ago, took place, from time to time, on quite a large scale. Great numbers of the colored people were not only set free, but were left handsome fortunes likewise. All of the pure blood, unlike the slaves, diminish in numbers, and those of the mixed race promise ere long to become extinct.

The excessive mortality in this city is derived from the free colored persons, who have no masters to take care of them; from the half free slaves without masters to look to them, who are permitted to wander about and hire their own time, as it is called; from the foreigners who arrive here in a sickly condition from Europe; but mainly from the white people who make slaves of themselves by performing drudgery-work in the sun. When the mortality, occurring among these different classes of the population, is subtracted from the aggregate deaths, the result is, that there is less mortality among all that large class, both of the white and the black population, who hold the relation of master and slave, than among an equal number in the northern cities. This brings me to a very important truth I wish to communicate to you, although I know your prejudices, in common with a large number of the Northern people, are very strong and bitter against the institution of negro slavery in the South. You have no doubt been accustomed to look upon the South as very sickly and unfriendly to human life in comparison to the North, without divining the true cause for its bad reputation for unhealthiness abroad. Thirty-three years of observation and experience in the treatment of diseases in the cotton and sugar region, have enabled me to generalize facts, and to discover the important truth, not less important in a political than in a medical point of view, that among all that large portion of the Southern population holding the relation of master and slave, that the sickness and mortality are not greater than among an equal number of people at the North. In other words, negroes, who have masters to take care of them, are as healthy in the South as any people in the world; and the white people in the South, who have negroes to work for them, enjoy generally about as good health, *ceteris paribus*, as those of Pennsylvania or New-York. On the other hand, all those negroes who have no masters to take care of them, and all those white people who have no slaves to work for them, but make negroes of themselves by doing drudgery-work, exposed to the hot summer's sun of the cotton and sugar region, are cut down by disease and death like grass before the scythe of the mower. Hence, it would appear, that in the cotton and sugar region, Nature has ordained that the negro shall serve the white man, and the white man shall take care of the negro.

Obedience to this law being rewarded with the health, comfort, peace and happiness of both parties—the security of the state, and its strength in war—and disobedience punished with disease, death and anarchy—I will close this long communication, too long, I fear, for your patience, but too short for the subject, by an illustration from an actual matter-of-fact occurrence. A company, in making a neighborhood rail-road, running through the battle ground below this city, had a standing order for fifty laborers to be sent every day during the hot season of the year to supply the places of the sick and the dead. Yet a much larger number of negroes in the same vicinity, at similar kind of work in the same hot sun, were as healthy as any people in your native New-Hampshire.

You are thus told everything in a word, that I have been trying to tell you, of the imperative necessity of negro slavery in the South—whether in the Union or out—law or no law, abstractly right or wrong, it is a question with the people of the South they will not debate, as it is a question of life or death. But where does this illustration of the important truth of the deadly effect of practical abolitionism, in putting the white man in place of the negro at hard drudgery-work in a hot Southern sun, come from? It comes as a still, small voice, to whisper to northern prejudices that black slavery, South, is better than white, from the field of American glory, from the very spot where the physical power of the greatest empire on earth,

imposingly displayed in a well organized and vast invading army, fell shattered before the American rifle. Without taking part for or against slavery in the South, (for which you, nor no other Northern man is responsible, or have any right to meddle,) but only for the truth and the Union, the truth supports, you have only to make that voice heard and understood by your countrymen to gain a greater victory over the snaky-haired Discord, that an artful foreign diplomacy has engendered between the North and the South,—than you gained over Hulseman and the Austrians, or than did Andrew Jackson over our country's invaders on the same holy ground that is now speaking to you.

Your obedient servant,

SAML. A. CARTWRIGHT.

To HON. DANIEL WEBSTER,  
Secretary of State, Washington.

# DEPARTMENT OF COMMERCE.

## 1.—EXPORTS SUGAR FROM UNITED STATES.

1.—EXPORTS FROM 1ST JULY, 1849, TO 30TH JUNE, 1850.

Whither Exported.	Brown. lbs.	Value.	White, clayed or powder'd.	Value.	Loaf and other refin'd.	Value.
Russia.....	365,264..	\$21,911..	1,157,002..	\$78,216	....	....
Sweden and Norway	377,038..	15,295..	....	....	....	....
Denmark.....	77,004..	3,176..	....	....	....	....
Hanse Towns.....	2,807,804..	109,210..	....	....	....	....
Holland.....	174,667..	6,891..	....	....	....	....
England.....	822,264..	30,593..	....	....	....	....
Gibraltar.....	352,537..	17,165..	....	....	....	....
Malta.....	6,025..	300..	....	....	....	....
British West Indies.	34,416..	1,716..	....	....	....	....
British Honduras...	42,809..	2,473..	....	....	....	....
Canada.....	3,935,948..	120,902..	....	....	79,384	4,283
Brit. Amer. Col.....	1,011,650..	43,318..	....	....	....	....
Fr'ce on Atlantic...	1,099,369..	45,584..	....	....	....	....
France on the Medit..	223,657..	15,656..	....	....	....	....
French West Indies.	83,952..	4,420..	....	....	....	....
Italy.....	358,217..	15,811..	84,056	5,850	....	....
Sardinia.....	87,548..	3,600..	....	....	....	....
Tuscany.....	....	....	4,000	360	....	....
Trieste, &c.....	....	....	368,999	22,000	....	....
Turkey, Levant, etc.	149,034..	8,125..	....	....	6,768	440
New Grenada.....	17,472..	833..	....	....	....	....
Argentine Republic,	....	....	20,028	1,602	....	....
Chili.....	102,223..	6,118..	35,598	2,350	199,926	12,500
Africa generally...	53,915..	231..	11,191	821	....	....
S. Seas and P. Ocean	3,300..	26,657..	....	....	....	....
Total,...	12,186,113..	476,005..	1,680,874..	111,202..	286,078	17,223
Entitled to draw b'ck.	2,960,040..	105,191..	24,841..	2,046	....	....
Not ent'd to dr'b'ck.	264,984..	11,509..	....	....	....	....
From warehouse...	8,964,089..	359,305..	1,656,023..	109,156	....	....

## IMPORTS SUGAR INTO UNITED STATES.

2.—EXPORTS FROM 1ST JULY, 1848, TO 30TH JUNE, 1849.

Whither Exported.	Brown. lbs.	Value.	Refined.	Value.
Swedish West Indies.....	.....	.....	10,183.....	\$838
Danish West Indies.....	2,948.....	\$206.....	73,326.....	5,704
Dutch West Indies.....	.....	.....	18,632.....	1,506
England.....	12,154.....	737.....	.....	.....
Gibraltar.....	.....	.....	3,980.....	267
Malta.....	.....	.....	57,634.....	3,826
British East Indies.....	.....	.....	6,125.....	490
Honduras.....	2,133.....	105.....	17,852.....	1,290
British Guiana.....	.....	.....	.....	.....
British West Indies.....	28,239.....	1,181.....	4,859.....	432
Canada.....	293,913.....	19,248.....	722,997.....	39,964
British American Colonies..	2,497.....	200.....	52,742.....	3,948
Other Spanish West Indies..	.....	.....	1,944.....	156
France on the Atlantic.....	600.....	29.....	.....	.....
Fayal and other Azores.....	.....	.....	1,911.....	134
Tuscany.....	.....	.....	4,564.....	285
Turkey, Levant, etc.....	.....	.....	11,903.....	833
Hayti.....	18,300.....	1,057.....	110,498.....	9,055
Mexico.....	11,389.....	490.....	.....	.....
Republic of Central Amer..	.....	.....	4,987.....	400
New Grenada.....	5,249.....	301.....	8,199.....	688
Brazil.....	.....	.....	4,296.....	357
Cisplatine Republic.....	984.....	54.....	26,552.....	1,783
Argentine Republic.....	.....	.....	191,861.....	13,879
Chili.....	.....	.....	474,623.....	32,766
China.....	.....	.....	18,720.....	1,408
Asia generally.....	.....	.....	34,137.....	2,438
Africa generally.....	.....	.....	48,372.....	3,139
South Seas and P. Ocean....	20,803.....	1,288.....	45,992.....	3,415
399,209.....	.....	24,906.....	1,956,895.....	129,001

## SUGAR.

	1848-49.	1849-50.
Imports foreign Sugars.....	lbs. 259,326,584.....	218,439,055
Exports.....	2,356,104.....	14,153,065
Consumption.....	256,970,480.....	204,281,990
Crop of Louisiana.....	242,000,000.....	269,769,000
Consumption, exclusive of Florida, Texas— molasses and maple sugars.....	498,970,980.....	470,054,990
Imports molasses.....	galls. 23,796,806.....	25,044,835

(From Champomier's Report.)

## IMPORTS SUGAR INTO UNITED STATES.

3.—IMPORTS FROM THE 1ST JULY, 1848, TO 30TH JUNE, 1849.

Whence Imported.	Brown. lbs.	Value.	White, clay'd or powder'd.	Value.	Loaf and other refin'd.	Value
Danish W. Indies....	2,695,899	\$97,689	..	..	..	..
Holland.....	36,710	1,255	75,182	\$3,595	340,870	\$29,346
Dutch W. Indies.....	737,855	17,459	..	..	..	..
Dutch East Indies....	122,836	5,428	..	..	..	..
Dutch Guiana.....	209,755	4,239	..	..	..	..
Belgium.....	..	..	84,603	4,226	..	..
British East Indies..	32,705	1,374	..	..	..	..
British West Indies..	1,245,492	30,749	..	..	..	..
Brit. Amer. Colonies..	1,637	42	..	..	1,700	111
Canada.....	12,927	529	..	..	..	..



## IMPORTS SUGAR INTO UNITED STATES.

199

Whence Imported.	Brown. lbs.	Value.	White, clay'd or powder'd.	Value.	Loaf and other refin'd.	Value.
French W. Indies....	1,983	76	..	..	..	..
Manilla and other } Phillipine Islands.. }	6,649,132	200,434	..	..	..	..
Cuba.....	179,754,020	5,600,621	3,257,724	152,073	52,961	3,460
Other Span. W. Indies	51,412,387	1,437,935	70,779	1,820	..	..
Sicily.....	..	..	..	..	4,388	1,152
Hayti.....	4,617	76	..	..	..	..
Mexico.....	212	16	..	..	..	..
New Grenada.....	15,493	1,020	..	..	..	..
Venezuela.....	302,206	8,941	..	..	..	..
Brazil.....	9,516,004	355,764	1,615,453	59,492	96	9
China.....	1,060,372	29,824	..	..	..	..
Asia generally.....	2,983	135	..	..	..	..
S. Seas & P. Ocean..	260	10	..	..	..	..
	253,815,485	7,793,616	5,103,741	221,206	400,015	34,078
Candy fm Hanse Towns.	4,359	458	..	..	..	..
Cuba Sy'p of S'gr Cane	2,458	378	..	..	..	..
Cuba Candy.....	26	3	..	..	..	..
	7,343	839	..	..	..	..

## 4.—IMPORTS FROM THE 1ST JULY, 1849, TO 30TH JUNE, 1850.

Whence Imported.	Brown. lbs.	Value.	White, clay'd or powder'd.	Value.	Loaf and other refin'd.	Value.
Danish West Indies...	1,599,457	\$58,526	..	..	..	..
Hanse Towns.....	..	..	..	..	3,249	\$202
Holland.....	538,393	31,790	..	..	348,381	22,014
Dutch West Indies...	799,562	20,201	..	..	..	..
Dutch East Indies...	1,289,320	37,650	..	..	..	..
Dutch Guiana.....	647,157	14,758	..	..	..	..
Belgium.....	..	..	9,859	\$624	398,547	23,397
England.....	1,700	57	157,640	6,072	26,406	1,865
British East Indies...	30,284	1,494	816	58	..	..
British West Indies..	200,519	5,908	..	..	..	..
Brit. Amer. Colonies.	201,169	8,084	..	..	..	..
Canada.....	8,119	354	..	..	..	..
French Guiana.....	270	4	..	..	..	..
French West Indies..	230	8	..	..	..	..
Bourbon.....	15,341	342	..	..	..	..
Manilla and other } Phillipine Islands.. }	11,067,349	333,830	86,279	2,507	..	..
Cuba.....	127,767,543	4,399,213	16,655,646	711,353	19,321	1,172
Other Span. W. Indies	44,937,652	1,410,052	..	..	..	..
Hayti.....	1,148	52	..	..	..	..
Rep. of Central Amer.	160	5	..	..	..	..
New Grenada.....	1,471	69	..	..	..	..
Venezuela.....	532,534	17,104	..	..	..	..
Brazil.....	7,033,366	292,664	3,067,072	126,325	180	9
China.....	944,060	27,023	..	..	133	5
W. Indies generally.	15,015	346	..	..	..	..
	197,651,819	6,659,543	19,977,312	846,939	796,217	48,664
Candy fm Hanse Towns.	1,607	126	..	..	..	..
Candy from Franco. ..	6,684	2,825	..	..	..	..
	8,291	3,951	..	..	..	..

## 2.—HISTORY OF BANKING IN THE UNITED STATES, FROM THE EARLIEST TIMES TO THE WAR OF 1812, ETC.

The first settlers in America had not a sufficient quantity of gold and silver to serve as a circulating medium. Hence other materials, such as tobacco and corn, were in some of the states occasionally employed as money. In the year 1618, Gov. Argall, of Virginia, ordered "that all goods should be sold at an advance of 25 per cent. and tobacco taken in payment at three shillings per pound, and not more or less, on the penalty of three years' servitude to the Colony." In 1641, the General Court of Massachusetts "made orders about payment of debts, setting corn at the usual price, and making it payable for all debts which should arise after a time prefixed." In 1643 they also ordered that *Wampomheag*, (an article of traffic with the Indians,) should pass current in the payment of debts at a certain fixed price. In Virginia, young men (and old ones too) bought *wines* payable in tobacco. Maryland also passed an act as late as 1732, making tobacco a legal tender at one penny a pound, and corn at twenty pence per bushel.

Afterwards gold and silver became more plentiful. The first mint was established in Maryland in 1652, and coined shillings, sixpences and half-penny pieces. In 1645 Virginia prohibited dealings by barter, and established the Spanish piece of eight, at six shillings, as the established currency of that colony. In all the colonies the money of account was English, but the coin was chiefly Spanish and Portuguese. But the different colonies established different values to the dollar, which have continued to this day. The first paper money was issued by Massachusetts in 1690, and the first payable bank was established in South Carolina in 1762, and issued £48,000 to be lent at interest, and sunk at the rate of £4,000 per year. Pennsylvania first issued paper money in 1723, but Virginia does not appear to have issued any paper money prior to the Revolutionary War. At the commencement of the war, money was issued upon the authority of Congress. The money was called *Continental money*. The first issue was dated May 10, 1775, but the notes were not actually in circulation until the following August. It slowly increased, and in one year it amounted to \$900,000. No sensible depreciation was experienced the first year or two, but the issues began to increase, and it finally became a natural consequence. In April, 1778, it amounted to \$30,000,000, and the depreciation was as 6 to 1. About this time the alliance with France was made, and confidence being restored in a great measure, the depreciation was only as 4 to 1, notwithstanding the issues had increased to \$45,000,000.

From April, 1778, to February, 1779, the issues had increased from \$35,000,000 to \$115,000,000; and the depreciation as 30 to 1.

The largest amount out was \$200,000,000, and although the issues were discontinued, and a part was absorbed by loan officers and taxes, yet the depreciation increased, and was, at the close of the year 1780, as 80 to 1; and when Congress, in March following, acknowledged the depreciation, and offered to exchange the old for the new paper at the rate of 40 to 1, the old sunk in one day to nothing, and the new shared the same fate.

On the 31st May, 1781, they ceased to circulate as money, but were afterwards bought on speculation, at various prices, varying from 400 to 1, up to 1000 for 1.

In the year 1781, Congress granted a charter to be called the "Bank of North America." It was accordingly established in Philadelphia, and commenced business on January 7th, 1782. The charter was given upon the ground that it would offer assistance to the states in carrying on the war. It proved very profitable, and its earliest dividends ranged from 12 to 16 per cent. The state government repealed its charter in September, 1775, upon an allegation that the bank had produced evil effects. But the bank, however, continued its business, claiming the right so to do under the act of Congress. In 1787 the bank was re-incorporated, and thus continued—its operations being confined to Pennsylvania.

The Constitution of the United States was adopted in 1789, and the government was soon after organized. On the 14th December, 1790, Alexander

Hamilton reported to Congress the plan of a bank. The bill passed in February, 1791, and was presented to Gen. Washington for his approval, who, after considerable consultation with his cabinet, approved it 25th February, 1791. The idea of this institution was conceived by Alexander Hamilton, the founder of our system of finance. Its continuance was limited by the charter to the 4th March, 1811, at which time it expired, as Congress refused to renew the charter.

Its capital was limited to 10,000,000, in 25,000 shares of \$400 each, payable one-fourth in gold and silver, and three-fourths in public securities, bearing an interest of three and six per cent. The corporation was restricted from holding property exceeding \$15,000,000 in value.

The subscriptions were filled as soon as opened. The government taking 5,000 shares, equal to \$2,000,000; and the bank went into immediate operation. The stock, a large part of which was held abroad, soon rose considerably above par; and during the twenty years' continuance of its charter, the average annual dividend amounted to 8½ per cent.

In June, 1812, war was declared against England, and by August and September, 1814, all the banks South, and not of New-England, had suspended specie payment. The cause of this suspension it is difficult at this lapse of time to fully understand. But the following are probably some of the most important. After the dissolution of the Bank of the United States, in 1811, our country was deprived of more than seven millions of foreign capital, which had been invested in that stock, and which was remitted abroad during the year preceding the war. The great number of banks which were established throughout the interior part of the states, amounting to one hundred and twenty, did not create new capital, but withdrew what might have been lent to government.

The fact, also, that the loans made to government during the war were from the Middle States principally, is important in this connection; for the proceeds of loans (exclusive of treasury notes and temporary loans) paid into the treasury, from the commencement of the war to the end of the year 1814, amounted to \$41,000,000; of that sum:

Eastern States lent.....	\$2,900,000
New-York, Pennsylvania, Maryland and District of Columbia,.....	35,790,000
The Southern and Western States.....	2,320,000
Total.....	\$41,010,000

The floating debt (not including the above) amounted on January 1st, 1851, to eleven million two hundred and fifty thousand dollars, about four-fifths of what were also due to the Middle States. Almost the whole of the large amount loaned to government by these states was advanced by the cities of New-York, Philadelphia and Baltimore. Another cause which tended to the suspension, was the fact that *large amounts* of British government bills were sent to this country from Canada, and sold at a discount of 20 to 34 per cent. The average depreciation on bank bills was about 17 per cent., the banks being perfectly independent of each other, and refusing to take each other's bills. Coin was out of the question. Confusion became the order of the day.

Taxes could not be collected by the government without great difficulty. The disorder became so general that it led to the formation of the *Bank of the United States*. This bank went into operation January 1, 1817.—*Wall-street Journal*.

## DEPARTMENT OF MANUFACTURES.

## 1.—THE EMPIRE OF BRITISH FACTORIES.

## MANUFACTURING PROGRESS OF GREAT BRITAIN IN COTTON, WOOL, FLAX AND LINEN, SILK, ETC., WITH PRODUCTIONS AND PERSONS EMPLOYED.

RETURNS have just been published, in compliance with an order of the House of Commons of the 15th August, 1850, on the motion of Mr. Pilkington, the member for Blackburn, which possess very great interest, as an authentic record of several of the most important branches of our national industry. We published in our last the Summaries of the Returns under each branch of manufacture, for the United Kingdom, together with a Summary of the whole; and this week we publish the details of the same for the counties of England and Wales, by which the localities of the various manufactures in that part of the kingdom may be better understood. These are the most complete series of returns ever issued, of the number and power of the factories in the textile manufactures, with the number, age and sex of the persons employed in them. They are not in exactly the same form as the returns made in 1834, which are to be found in the volume of "Tables of Revenue, Population, and Commerce" for that year. We cannot, therefore, compare the two series at all points. But in the most important particulars they correspond, and thus we are able to institute a comparison, and to show the remarkable progress that has been made, in the space of sixteen years, in these great departments of industry. To a very considerable proportion of our readers it will be interesting to trace the advances made in the branches with which they themselves may be directly or indirectly connected, and to compare the several branches among each other. Of course, these returns apply only to the operations carried on in factories, and under the inspection of the Factory Inspectors, and they do not, therefore, include the auxiliary branches of the manufactures, such as hand-loom weavers, dyers, manufacturers of lace, hosiery, &c.

We shall look first at the largest branch of our manufacturing industry under the head of the

## COTTON FACTORIES, UNITED KINGDOM.

In 1834 the number of cotton factories was 1,304; in 1850, it was 1,932; increase, 628 factories, or 48 per cent.

In the hands employed there was a somewhat greater increase—namely, from 220,134 in 1834, to 330,924 in 1850; increase, 110,790, or 50 per cent.

The increase in the steam and waterpower employed in the cotton mills is much greater. These particulars are not given in the returns published by the Board of Trade for 1834, but they were furnished by the Factory Inspectors to Mr. Edward Baines, for his "History of the Cotton Manufacture," published at the beginning of 1835, and we extract them from that work, (p. 394.) In 1834, the horse-power was 30,853 of steam, and 10,203 of water—total, 41,056 horse-power. In 1850, the horse-power was 71,005 of steam, and 11,550 of water—total, 82,555; being an increase of 100 per cent.

The number of spindles used in the cotton manufactures was not given in any returns of the Factory Inspectors in 1834; but it was estimated by Mr. E. Baines, on a comparison of the authorities of Burn, Kennedy, &c., at 9,333,000, (p. 383.) In 1850, the number was 20,977,017; being an increase of 102 per cent.

The number of power-looms was estimated by Mr. Baines, in 1834, at 100,000; it is given in 1850 as 249,627; increase, 149,627, or 150 per cent. In 1834 there were believed to be 250,000 hand-loom weavers; we have no means of stating the number in 1850.

The import of cotton wool increased from 303,656,837 lbs. in 1833, to 755,469,008 lbs. in 1849; being an increase of 451,812,163 lbs., or 148 per cent.\*

Thus, as might have been expected from the improvements in machinery, and the speeding of the machines since 1834, the increase in the hands employed is less than the increase in the steam and water power, or in the spindles, and this

\* In this and all the subsequent comparisons of imports, &c., we take the years 1833 and 1849, in order to have an interval of sixteen years, which is the interval between the Factory Returns; the trade accounts for the year 1850 are not yet made up.

again is less than the increase in the cotton wool consumed. The increase of hands has been 50 per cent., of steam and waterpower 100 per cent., of spindles 102 per cent., of power-looms 150 per cent., and of cotton-wool consumed, 148 per cent. Thus the extent of the manufacture has immensely increased; but, owing to the mechanical improvements, the productiveness of each workman, and of the machinery, has increased far more; of course, the consumer gains greatly by the reduction that necessarily takes place in the price of the manufactured article; the consumption increases, and this reacts upon and increases the manufacture.

We give the particulars in a tabular form:—

	In 1834.	In 1850.	Increase per cent.
Mills.....	1,304.....	1,932.....	48
Persons employed.....	220,134.....	330,924.....	50
Steam-power, (horses).....	30,853.....	71,005.....	100
Water-power, (do.).....	10,203.....	11,550.....	
Spindles.....	9,333,000.....	20,977,017.....	102
Power-looms.....	100,000.....	249,627.....	150
Cotton wool, imported, lbs.....	303,656,837.....	755,469,008.....	148

The principal seats of the cotton manufacture are shown by the numbers of factory operatives in different counties. Out of the whole number of 330,924, there are found 215,983 in Lancashire, 35,772 in Cheshire, 18,691 in Yorkshire, 22,759 in Lanarkshire, and 7,884 in Renfrewshire; the rest are scattered over other parts of the kingdom.

## WOOLLEN AND WORSTED FACTORIES.

In 1834, these two branches of manufacture, which are kindred, yet distinct, were put together under the general head of "wool." They are now given separately. In 1844, there were 1,322 mills; in 1850, there were 1497 woollen mills, and 501 worsted mills—total, 1,998; increase 676 mills, or 51 per cent.

The hands employed were, in 1834, 71,274; in 1850, there were 74,443 employed in the woollen mills, and 79,737 in the worsted mills—total, 154,180; increase, 82,906 hands, or 116 per cent.

There is no document or authority, so far as we know, giving the steam or water-power of the mills, or the number of spindles employed, in either branch of this manufacture, in 1834. The quantity of foreign and colonial sheep's wool retained for home consumption in 1833 was 39,065,620 lbs.; in 1849, the quantity imported was 75,100,833 lbs. of sheep's wool, and 1,655,300 lbs. Alpaca wool—total, 76,756,133 lbs.; of which 12,324,415 lbs. sheep's wool, and 126,082 lbs. Alpaca wool was re-exported,—leaving for home consumption, 64,305,836 lbs. of both kinds. Increase since 1833, 25,239,016 lbs., or 64 per cent. There are no materials for stating the quantity of British wool consumed at the two periods. Mr. McCulloch estimates the quantity of British wool used annually, (eight or ten years since,) at 110,000,000 lbs.; but we cannot offer any opinion on the comparative quantities in 1833 and 1849; though it may be said that the increase cannot be anything approaching to the increase in foreign and colonial wool.

It appears, then, that the increase in the number of mills in the woollen and worsted manufactures since 1834, is 51 per cent.; the increase in the hands employed 116 per cent.; and the increase in the consumption of foreign and colonial sheep's wool, which forms less than one half the wool consumed, is 64 per cent.

We give the facts in the tabular form thus;—

	In 1834.	In 1850.		Increase per ct.
		Woollen.	Worsted.	
Mills.....	1,322.....	1,497.....	501.....	1,998..... 51
Persons employed.....	71,274.....	74,443.....	79,737.....	154,180..... 116
Steam-Power (horses).....	—.....	13,455.....	9,890.....	23,345..... —
Water-Power, (do.).....	—.....	8,689.....	1,625.....	10,300..... —
Spindles.....	—.....	1,595,278.....	875,830.....	2,471,108..... —
Power looms.....	—.....	9,439.....	32,617.....	42,056..... —
For. and Col. wool consum- ed; lbs.....	39,066,620.....	64,305,636.....		64



The woollen mills are scattered over a greater number of counties in England, Scotland and Ireland, than any other description of mills; but of 74,443 hands employed, there are found 40,611 in Yorkshire, 8,816 in Lancashire, 6,043 in Gloucestershire, 2,867 in Wiltshire, and 2,175 in Somersetshire.

Of the worsted mills, by very far the largest number are in Yorkshire. Out of 79,737 hands employed, 70,905 are in this county, chiefly in the parishes of Bradford, Halifax, Keighley, and Bingley.

The increase that has taken place in the worsted manufacture since 1834, has been much greater than in the woollen manufacture.

#### FLAX AND LINEN FACTORIES.

In 1834 there were 347 flax mills; in 1850, there were 393; increase 46, or 12 per cent.

But the hands employed were 33,283 in 1834, and 68,434 in 1850; increase, 35,151, or 105 per cent.

The raw material imported, flax and tow, or codilla of flax and hemp, was in 1833, 1,159,633 cwts.; and in 1850 it was 1,806,786 cwts; increase, 677,153 cwts., or 60 per cent.

	In 1834.	In 1850.	Increase per cent.
Mills.....	347	393	12
Persons employed.....	33,283	68,434	105
Steam-power (horses).....	—	10,905	—
Water-power (horses).....	—	3,387	—
Spindles.....	—	965,031	—
Power-loom.....	—	1,141	—
Flax, &c., imported, (cwts.).....	1,129,633	1,806,786	60

In this manufacture both Scotland and Ireland have the advantage over England; whereas, in 1834, England had nearly as many hands employed in the trade as both Scotland and Ireland. In England, out of 19,001 hands employed, 11,515 are in Yorkshire, and 2,724 in Lancashire. In Scotland, out of 28,312 hands employed, 16,264 are in Forfarshire, 4,300 in Fifeshire, and 2,899 in Aberdeen. In Ireland, out of 21,121 hands employed, 11,657 are in Antrim, (Belfast,) and 4,336 in Down. The soil of Ireland appears to be peculiarly favorable to the linen manufacture, which has existed in Ulster for centuries. Until lately, however, the spinning by machinery was chiefly carried on in England and Scotland; but an amazing start has been made in Ireland in this respect; in 1834 only 3,631 hands were employed in flax mills in Ireland, and in 1850 the number was 21,121; being an increase of 17,440 hands, or 4.74 per cent. in sixteen years.

#### SILK FACTORIES.

In 1834 the number of silk mills was 263; in 1850 it is 277; increase 14 mills, or 5 per cent.

The number of hands employed was 30,682 in 1834, and 42,544 in 1850; increase, 11,862 hands, or 39 per cent.

The quantity of waste silk retained for home consumption in 1833 was 4,417,627 lbs., and in 1850 it was 4,518,132 lbs.; increase, 100,504 lbs., or 2 per cent. The import of thrown silk was 229,119 lbs. in 1833, and 614,689 lbs. in 1849; increase, 168 per cent.

	In 1834.	In 1850.	Inc. per cent.
Mills.....	263	277	5
Persons employed.....	30,682	42,544	39
Steam-power (horses).....	—	2,858	—
Water-power (do.).....	—	853	—
Spindles.....	—	1,225,560	—
Power-loom.....	—	6,092	—
Silk (raw) imported, lbs.....	4,417,627	4,518,132	2
Do. (thrown) do.....	229,119	614,689	168

The chief seats of the silk factories are in Cheshire, Lancashire, Derbyshire, Warwickshire and Yorkshire.

## GENERAL SUMMARY.

The view given of our manufacturing industry, in the several departments of our textile manufactures, by comparing the returns of 1850 with those of 1834, is extremely satisfactory. The number of mills has increased, within the last sixteen years, from 3,236 to 4,330, or 34 per cent.; and the number of persons employed in them from 355,373 to 596,082; being an addition of 240,709 operatives, or 68 per cent.

In England and Wales, the persons employed were 295,629 in 1834, and 495,707 in 1850; being an increase of 200,078, or 67 per cent.

In Scotland, the persons employed were 50,180 in 1834, and 75,688 in 1850; being an increase of 25,508, or 51 per cent.

In Ireland, the persons employed were 9,564 in 1834, and 24,687 in 1850; being an increase of 15,123, or 158 per cent.

## PERSONS EMPLOYED IN MILLS.

	In 1834.	In 1850.	Increase per cent.
In England and Wales.....	295,629	495,707	67
In Scotland.....	50,180	75,688	51
In Ireland.....	9,564	24,637	158
Total.....	355,373	596,082	68

## MILLS IN THE UNITED KINGDOM, 1850.

	England and Wales.	Scotland.	Ireland.	Total.
Mills.....	3,699	550	91	4,330
Spindles.....	22,859,010	2,256,408	532,303	25,638,716
Power-looms.....	272,586	28,811	2,517	298,916
Moving power.....	—	—	—	—
Steam (horses).....	91,610	13,857	2,646	103,113
Water (do.).....	18,214	6,004	1,886	26,104

The entire moving power of steam and water, is equal to 134,217 horses, which, reckoning the power of a horse to be equal to 5½ men, shows an aggregate mechanical power used in the textile manufactures of the United Kingdom equal to 738,103 men. If we add the 596,082 human beings employed in directing this machinery, it would appear that the factories of the kingdom employ a power equal to 1,334,275 persons, besides ministering to the support of many hundred thousands of persons in dependent and auxiliary branches of manufacture and trade.

Only one other point calls for attention—namely, the ages and sexes of the factory operatives. In 1834 there were under 13 years of age 27,774 boys and 19,681 girls—total 56,455; in 1850, there were under 13 years 21,137 boys, and 28,638 girls—total 30,775; showing a decrease of 6,637 boys, and 9,043 girls—total 15,680, or 28 per cent. The effect of the Factory Acts has, therefore, been greatly to reduce the quantity of juvenile labor in the mills. This is considered by some an advantage; but in order to be sure of that, we ought to know how the children who are excluded from the mills, are employed or engaged. The number of males from 13 to 18 years of age, was 43,482 in 1834, and 67,864 in 1850; increase, 24,382, or 56 per cent.

In 1834, the number of females from 13 to 18 years of age was 64,726, and above 18 years of age, 103,411—total, 168,137. In 1850 no distinction was made, as all females above 13 years of age are subject to the same regulations; their number was 329,577; showing an increase above 1834 of 161,440, or 96 per cent.

The number of males above 18 years of age was 87,299 in 1834, and 157,866 in 1850; showing an increase of 70,567, or 81 per cent.

There has, therefore, been a decrease of 28 per cent. in the number of children employed between 1834 and 1850; an increase of 56 per cent. in males from 13

to 18 years of age; an increase of 96 per cent. in females above 13 years of age; and an increase of 81 per cent. in the male adults. Balance of increase on the aggregate, 68 per cent.

PERSONS EMPLOYED IN MILLS, 1834 AND 1850.

	In 1834.	In 1850.	Increase or decrease per cent.
Children under 13 years of age.....	56,455.....	40,775.....	28 decrease
Males from 13 to 18.....	43,482.....	67,864.....	56 increase
Females above 13.....	168,137.....	329,577.....	96 decrease
Males above 18.....	37,299.....	157,866.....	81 increase
	355,373.....	596,082.....	68 increase

Lancashire and Yorkshire are the two great manufacturing counties, and the following are the number and classes of factory operatives found in them respectively:—

Operatives in	In Lancashire.	In Yorkshire.
Cotton mills.....	215,983.....	18,691
Woollen do.....	8,816.....	40,611
Worsted do.....	1,821.....	70,905
Flax do.....	2,724.....	11,515
Silk do.....	3,208.....	1,688
	237,552	143,410

It may throw some additional light on the progress of our manufactures and commerce, if we state that, in the year 1833, the real or declared value of British and Irish produce and manufactures exported, was £39,667,347, and in 1849, it was £58,848,042—increase £19,180,695, or 49 per cent.

The shipping engaged in the foreign trade of the United Kingdom in 1833, was 2,648,841 tons entered inwards, and in 1849, it was 6,071,269 tons—increase, 3,422,428 tons, or 125 per cent.

Thus our manufactures and commerce are advancing together; and all the figures we have given afford a very gratifying view of the industrial resources and prospects of the country.—*Leeds Mercury*.

## DEPARTMENT OF AGRICULTURE.

### 1.—SUGAR PLANTING.

It is the impression of many of the best planters in this parish, that cane planted six feet apart, and a single stalk in the rows, is quite a sufficiency of plants to the ground—I mean, of course, when the plant is perfectly sound. But it may be asked with much show of reason, why, if this is the case—and plant cane so vitally important—is cane so frequently planted double, and even triple in the row? The reasons are the following:—In the first place, two thirds of the planting of cane is entrusted to overseers, who, from want of experience, do not really know the nature of the cane plant. And, again, much of the reputation of the overseer depends upon the appearance of the cane in the spring, when nothing makes it look so flattering as a very thick stand.

The overseer, or manager, therefore, insists on the thick planting, and in spite of the greater experience and better judgment of his employer, in nine cases out of ten, gets his own way. They are well called managers, as they oversee the negroes and manage their employer.

Besides the very natural desire which every overseer has to have his crop look well in the spring, a thick stand is the first thing which strikes any one ignorant of the nature of a plant, and unfortunately a large portion of the overseers are either young men, or men who have been accustomed to cultivate other things—such as rice, wheat, cotton, or corn, to which cultivation the quantity of seed is

of no consequence; and the stand of the last two, cotton and corn, is afterwards regulated by the process of thinning—a thing impracticable with the cane plant. Of all the principles of agriculture, after getting the grain or seed, or plant up, the most important is the regulation of the proper distance. If too wide apart for the nature of the plant, some ground is lost; but if too close, the whole crop is deteriorated. Let any one leave cabbage, mustard or turnips too thick on the ground, and he will soon find the advantage of proper distance between the plants. Mustard, for instance, will grow four feet high, planted at proper distances; but if left, as it frequently is, thick as oats in the field, it will not grow higher than four inches. The larger and more succulent the plant is, the greater the distance required to be left between the shoots. What plant can then require more than the sugar cane—a plant throwing forth a quantity of vegetation pronounced by Humboldt to be unequalled by any other—and, indeed, when we reflect that, from six to eight thousand gallons of juice must have been obtained from some acres of the soil of Louisiana, we can well believe it. And yet this plant is allowed to grow in the row about four times as thick as Indian corn—a plant not yielding a tenth or twentieth part of its juice—and a reed also which we know is dwarfed and rendered altogether unfruitful by being left too thick. Of this fact, however, you cannot convince a child or a negro—and, year after year, Cuffy leaves five and six stalks in a place instead of two, and, year after year, his corn fires, and makes him nothing but nubbins. Corn and cane are both reeds requiring the same cultivation, and secreting, to a great degree, the same vegetable principles. There has been this season great complaints of the want of seed cane, and yet I have no hesitation in saying, that if the seed cane planted in this parish had been planted at proper distances in the row, and between the rows, the quantity of sugar made from it would have been at least double. I asked a planter some time since what he would do if he saw his overseer hauling half of his seed cane to the bayou, and coolly throwing it in. His reply was—"I would dismiss the d—d fool on the instant." "Well," replied I, "he is doing far worse with your plants, for he is putting them triple in the row; he will thus require thrice the proper quantity of hauling from the mat; thrice the time of planting or dropping; not get a better stand: (for it is a fact that three canes planted together seldom produce more good eyes than one good cane, from the soil not being able to lie as close up to the plant, and thus produce that curious vegetative stimulus afforded by the close contact of the earth to the seed, well known to all men of any experience in vegetable physiology,) exhaust the land more by producing hard woody fibre instead of juice; and, after all, not make as much sugar to the acre, and of an inferior quality." Now, as vouchers that the above statements are facts, I could give the authority of many of our best living planters—and more especially three of the very best (universally acknowledged as such) of this parish—alas! now no more. The late Agricol Fuselier, the late Honore Carlin, and the late Charles Gravemberg.

As a general rule, cane should be planted six or seven feet apart, and the thickness in the row graduated by the capacity of the soil; for the common prairie soil, a single cane is sufficient; the wood lands will support one and a half, and some of them two. It is a good plan in new land to plant two rows of cane and two of corn alternately; but it does not suit old ground, where, in fact, the rows ought to be somewhat narrower, so as to shade the earth, the sooner to prevent the too rapid evaporation of the moisture during the burning summer months, rendering the cane hard and juiceless.

I can remember when the cane was planted two feet apart, and double in the row. In a wet season it could not be cultivated, and the cane grew not much higher than the crop grass that sprung up with it. The following calculations may serve to show the planter the small number of large succulent cane that is required to make a hoghead of sugar: A cane six feet six inches in height, and about seven inches in diameter, will weigh some six or seven pounds, and yield one half gallon of juice. One gallon of good juice will make a pound of sugar, nearly so—it does it easily in the West Indies—so that it only requires 2,000 canes to make 1,000 weight of sugar. Thus 4,000 canes on an acre would give 2,000 weight; this taking the rows at six feet, would not require as much as two canes to the foot.

I feel confident, Mr. Editor, in advancing the above opinions, as to the frequent

great waste of plant cane, from many experiments of my own, and from the opinions of the very best planters with whom I have been acquainted.

A CREOLE PLANTER.

## 2.—MODE OF PLANTING COTTON.

There are as many different ideas about the culture of cotton as there are varieties of the plant. We have already published the plans of two successful planters, and we present below the plan of a Mississippi planter. We wish to collect information on this important subject from every quarter, that in the multitude of suggestions we may ultimately arrive at truth. We invite planters to correspond with us as to their plans and results.—*Soil of the South.*

I will now give my mode of preparing land, and cultivating cotton, which I have tried for several years. After pursuing different plans, I have fallen back on the old one as the best. About the middle of January or 1st of February, I commence throwing four furrows together with a turning plow—rows, of course, laid off agreeably to the strength of the land; about the last of March, I commence turning out the middles, which makes the ridge complete and new nearly to the top; from the 5th to the 10th of April, I plant, by opening the ridge with a very small scooter, covering with a wooden harrow, which leaves the whole ridge clean and clear of clods. About the time half the seed make their appearance above the ground, I put every hand to scraping it out with the hoes. I generally finish in ten days, or two weeks at furthest. Meanwhile, I work out my corn, and then return to my cotton with turning plows, and bar it off; follow with the hoes, chop through, leaving about two stalks in a place, and take all the grass from the drills, the plows covering up all in the middles. I then return to my corn, and work it out. By this time my cotton is large enough to receive dirt. I put the mould-board to the cotton, and throw the dirt back, and plow out the middles, following with the hoes; thin it very nearly to a stand, and cover up what grass there may be left in the drill by the plows. Thenceforward I manage it according to the season. If dry, I run sweeps until laid by; if wet, I endeavor to keep my ridges well up with the turning plows, so as to keep the water drained from the cotton. About the first of August I top it, wet or dry, which I consider a great advantage, checking the growth of the stalk, causing the forms to stick better, and bolls to mature sooner.

In conclusion, I would suggest to all those pretending to cultivate eighteen and twenty acres to the hand, to drop six or eight acres, and sow it in oats for their stock, which will answer a double purpose—resting their land, and keeping their mules, cows, and year old hogs in good order, (giving them salt,) until frost. My oat field is as valuable to me as the same land would be in corn.

I omitted to say, in its place, that in scraping my cotton out with hoes, it gave my team a good resting apell, very much needed about that time.

Yours, &c.,

E. JENKINS.

Choctaw County, Miss., Jan., 1851,

## 3.—TOPPING COTTON—EXPERIMENT II.

Topped two rows and skipped two, throughout—in all thirty-six rows, 144 yards long.

	Topped.	Untopped.
First picking.....	125 pounds.....	134 pounds.
Second.....	80 ".....	86 "
Third.....	42 ".....	43 "
Last.....	11 ".....	94 "
Total, .....	258.....	272½
		258

Showing.....14½ pounds

difference in favor of not topping. Which is about 5.3 per cent. loss by topping. The season from the time of topping until the crop was matured was dry.

The cotton was picked over once in August, before the rows for experiment



were stacked off, and as I had no confidence in the accuracy of the result, I excluded it from the account given above.

In looking over my communication of last year, I perceive that the difference per cent. was calculated upon the *whole amount* of cotton in the experiment, when it should have been calculated upon the largest of the *two amounts* in each experiment. When calculated properly, the difference per cent. would be in the first experiment 2.55 per cent., instead of "1.3 per cent.," and in the last (the one of 1849) 1.9 per cent., instead of "0.96 per cent."

In the experiments for the years 1848 and 1849, the cotton was topped the 10th of August. Thinking that this was too late, I topped in the experiment of 1850, the 15th of July. The loss was more than in 1849 in proportion of 5.3 to 1.9 per cent.

In 1849, the "season was very wet," and there was a loss of 1.9 per cent. In 1850, the season was "very dry," and there was a loss of 5.3 per cent. Now, sir, I am satisfied that a planter not only loses his labor in topping, but loses from two to six per cent., according to the circumstances of the season. I shall not, however, cease experimenting, but continue for several years to come, should I live, and hope that others may be induced to make similar experiments, and let the planting public know the result. I would again insist upon accuracy.

One friend wrote, asking me to pull off the suckers, saying that he had been greatly benefited by topping cotton in Stewart county, and pulling off all the suckers. I did not do this, as I knew that southern planters would not take this trouble, for it would require quite as much labor as to pick the cotton after it was open.

The friend alluded to spoke of the latitude of Athens, supposing, doubtless, that the experiments were made in or near that place. My family residence is in Athens, but my planting interest is in the upper part of Crawford county, about a degree and a half below Athens, in latitude 32 deg. 36 m.

WILLIAMS RUTHERFORD, JR.

*Crawford County, Jan. 9, 1851.*

## MISCELLANEOUS.

### 1.—THE DISEASES OF NEGROES—PULMONARY CONGESTIONS, PNEUMONIA, &c.

No. II.\*

ONE of the most formidable complaints among negroes, more fatal than any other, is congestion of the lungs; or, what European writers would call false pleurisy, or peri-pneumonia notha. It is often called cold plague, typhus pneumonia, bilious pleurisy, &c., according to its particular type and the circumstances attending it; sometimes the head complains more than any other part, and it then bears the misnomer, "head pleurisy." It occurs, mostly, in winter and spring, but is met with at every season of the year, when cold nights succeed to warm days. It is more common among those who sleep in open houses, without sufficient fires to keep them warm and comfortable. It is seldom observed among negroes who inhabit log cabins, with cemented or clay floors, or warm houses made of brick, or any material to exclude the cold wind and air. The frame houses, with open weather-boarding and loose floors, admitting air both at the sides and from below, are buildings formed in ignorance of the peculiar physiological laws of the negro's organization, and are the fruitful sources of many of his most dangerous diseases.

Want of sufficient fires and warm blankets, is also another cause of thoracic complaints. The negro's lungs, except when the body is warmed by exercise, are very sensitive to the impressions of cold air. When not working or taking exercise, they always crowd around a fire, even in comparatively warm weather, and seem to take a positive pleasure in breathing heated air and warm smoke. In

\* By Dr. Cartwright, of New-Orleans.

cold weather, instead of sleeping with their feet to the fire, as all other kinds of people do, whether civilized or savage, they turn their head to the fire—evidently for the satisfaction of inhaling warm air, as congenial to their lungs, in repose, as it is to infants. In bed, when disposing themselves for sleep, the young and old, male and female, instinctively cover their heads and faces, as if to insure the inhalation of warm, impure air, loaded with carbonic acid and aqueous vapor. The natural effect of this practice is, imperfect atmospherization of the blood—one of the heaviest chains that binds the negro to slavery. In treating, therefore, their pulmonary affections, the important fact should be taken into consideration, that cold air is inimical to the lungs of healthy negroes when the body is in repose and not heated by exercise, and consequently more prejudicial in the diseases of those organs. A small, steady fire, a close room, and plenty of thick blanket covering, aided with hot stimulating teas, are very essential means in the treatment of the pulmonary congestions to which their lungs are so prone. An accurate diagnosis, whether the complaint be a mere congestion, pleuritis or pneumonia, is not of much practical importance in the first instance, because, whether it be one or the other, warm air is equally essential, and warm stimulating teas to determine to the surface. It is proper first to warm the body by external means and stimulating drinks, after which, an emetic, followed by a purgative of a mild kind, will be beneficial. When there is pain in taking a full inspiration, a moderate blood-letting from the arm, followed by half grain or grain doses of tartar emetic, repeated at intervals of an hour or two, and combined with a little anodyne, to prevent its running off by the bowels, will be found a very effectual remedy in subduing inflammation and promoting expectoration. In the typhoid forms of pneumonia, the quinine, in efficient doses, combined with camphor, aromatics and calomel, is generally the best practice. Bleeding is not admissible in this form of pneumonia, otherwise they bear blood-letting in chest complaints much better than any others. But even in these, they will not bear repeated blood-letting, as the white race do.

#### BILIOUS AND ADYNAMIC FEVERS—REMITTENTS AND INTERMITTENTS.

The next class of complaints to which they are mostly liable, are bilious and adynamic fevers—remittent and intermittents. Evacuating the stomach and bowels by a mild emetico-cathartic, combined with a weak anodyne carminative, to prevent its excessive action, is generally the best medicine to begin with; for, whatever be the type of the fever, as negroes are hearty eaters, it will be an advantage, in the after treatment of the case, to have the *primæ viæ* cleared of their load of undigested food, and the superabundant mucosities poured out into the alimentary canal, of a people so phlegmatic, when attacked with a fever suspending digestion and interrupting absorption.

For this purpose, a combination of ipecacuanha, rhubarb and cream of tartar, each half a drachm, and a tea-spoonful of paregoric, in ginger or pepper tea, is a very safe and effectual medicine. It will vomit, if there be bile or much mucosity, and will afterwards act on the bowels, promote secretion of urine, and determine to the surface; after which, a dose or two of quinine will generally effect a cure. Calomel is used too indiscriminately in the treatment of their diseases; nevertheless, in obstinate cases, it is not to be dispensed with. Negroes are very liable to become comatose, particularly after watery operations, or in torpid states of the liver. Such cases are best treated by a combination of calomel, camphor, capsicum, quinine and laudanum, and a blister to the back of the neck. Cold water to the head is dangerous. Nearly all their complaints bear stimulating, aromatic substances much better than similar affections among white people, and will not tolerate evacuations so well. The pure anti-phlogistic treatment by evacuations, cold air, starvation and gum water, so effectual in the inflammatory complaints of the hematose white man, will soon sink them into hopeless collapse. Even under the use of anti-phlogistics in their inflammatory complaints, pepper or ginger tea, or some stimulant, is necessary to support the vital actions, which would soon fail under such insipid drinks as gum water. The reason of this is, that the fluids and all the secretions are more acrid than those of the white man. In the latter, the lungs consume more oxygen; the blood is redder and more stimulating, and all the fluids more bland and sweet; whereas, in the negro, the deficient hematosis renders the blood less stimulating, and requires acid

and piquant substances addressed to the digestive system to supply the stimulus that would otherwise be derived from the air in the lungs. Although they are so liable to congestive and bilious fevers—remittents and intermittents—they are not liable to the dreaded *el vomito*, or yellow fever. At least, they have it so lightly, that I have never seen a negro die with black vomit, although I have witnessed a number of yellow fever epidemics. This is a strong proof against the identity of yellow fever and the other fevers just named.

## SCROFULA, ETC.

Like children, negroes are very liable to colics, cramps, convulsions, worms, glandular and nervous affections, sores, biles, warts, and other diseases of the skin. Scrofula is very common among them. Rickets, diseases of the spine and hip-joint, and white swellings are not uncommon. They are also subject to the goitre. All very fat negroes, except women who have passed the prime of life, are unhealthy and scrofulous. The great remedy for the whole tribe of their scrofulous affections, without which all other remedies do very little good, is *sunshine*. The solar rays is one of the most efficient therapeutic agents in the treatment of many other affections to which they are liable. A good, wholesome, mixed diet, warm clothing, warm, dry lodgings and inunction of the skin with oleaginous substances, and occasional tepid baths of salt and water, are also very necessary remedies. The limits of this report will not permit me to go into details of familiar treatment, as the use of iodine and the usual remedies.

## FRAMBÆSIA, PIAN, OR YAWS.

The *Frambæsia*, Pian, or Yaws, is a disease thought to be peculiar to negroes. I have seen it in its worst form in the West Indies. I have occasionally met with it in its modified form in the states of Mississippi and Louisiana, where it is commonly mistaken for syphilis. It is a contagious disease, communicable by contact among those who greatly neglect cleanliness. Children are liable to it as well as adults. It is supposed to be communicable, in a modified form, to the white race, among whom it resembles pseudo-syphilis or some disease of the nose, throat or larynx. Further observations are wanting in regard to it. It is said to be very prevalent in Tamaulipas in Mexico, attacking the nose and throat, in the first instance, very similar to secondary syphilitic affections, without ever having appeared on the genital organs at all, except in the shape of a slight herpes preputialis. According to my experience, no other remedies have been found to make the least impression upon it but the deuto-chloride of mercury, combined with guaiacum and dulcamara. Our planters do not go to the North or to Europe to learn the art of making sugar, cotton, rice, and tobacco, but they send their sons there to study medicine in the hospitals, where nearly all the diseases they see arise from causes unknown on our plantations—want of food, fire, and the common necessities of life. Very good physicians they might be, if they staid there; but, on returning home, they have to study medicine over again in the school of experience, before they can practice with success, particularly among negroes. It would be very strange, that among the whole multitude of medical schools in the United States, there is not one that has made any special provision for instruction in regard to three millions of people in the Southern states, representing half the value of Southern property, differently organized in mind and body from any other people, and having diseases requiring peculiar treatment,—if it were not for the well-known fact of the predominance of a most erroneous hypothesis among statesmen, divines, and other classes of people nearly everywhere, 'That there are no radical or physical differences in mankind, other than those produced by external circumstances, and that the treatment applicable to the white man would be just as good, under similar external circumstances, for the negro.' This false hypothesis is at the root of the doctrine that the liberty and political institutions so beneficial to the white man, would be equally beneficial to the negro—that there is no internal or physical difference between the two races. The every-day experience of the Southern people, where the two races dwell together, prove this hypothesis to be unfounded; whereas its fallacy is not so apparent to the people of the North and of Europe, where only one race of mankind is found in numbers sufficient to make comparisons between the two. Hence they have not the data to arrive at the truth and nothing to correct the errone-

ous views that a false dogma has given them in regard to negro slavery. But it is most strange that our institutions for medical learning, South, should be doing nothing, with such ample materials around them, to overturn an hypothesis founded in gross ignorance of the anatomy and physiology of the African race—an hypothesis threatening to cause a disruption of our federal government, one that could be disproved and put down forever at the dissecting table; as it also could be by contrasting the phenomena drawn from daily observations taken among three millions of negroes in health and disease, with the phenomena already drawn from observations of the white race; and thereby proving the difference of organization in mind and body between the two races. Stranger still, that our Southern schools in Medicine should be content to linger behind those of the North, without even the hope of rivaling them in the numbers of their students, when a provision for including in their course of instruction, the three millions of people in our midst not cared for by any school, would, in time, put them far a-head by attracting the current of students South, who have heretofore been attracted to the North. Some provision in our schools especially devoted to the anatomy and physiology of our negroes,—to the treatment of their diseases,—to the best means to prevent sickness among them,—to improve their condition, and at the same time to make them more valuable to their owners, and governed with more ease and safety,—would be sending science into a new and wide field of usefulness to reap immense benefits for the millions of both races inhabiting the South.

#### NEGRO CONSUMPTION.

Negro consumption is a disease almost unknown to medical men of the Northern states and Europe. A few Southern physicians have acquired some valuable information concerning it from personal experience and observation; but this knowledge is scattered in fragments about, and has never been condensed in a form to make it of much practical utility. Some physicians, looking upon negro consumption through Northern books, suppose it to be a variety of phthisis pulmonalis—but it has no form or resemblance to the phthisis of the white race, except in the emaciation, or when it is complicated with the relics of pneumonia or a badly-cured pleurisy. Others regard it as a dyspepsia or some disease of the liver or stomach; the French call it *mal d'estomac*. But dyspepsia is not a disease of the negro; it is, *par excellence*, a disease of the Anglo-Saxon race. I have never seen a well-marked case of dyspepsia among the blacks. It is a disease that selects its victims from the most intellectual of mankind, passing by the ignorant and unreflecting.

The popular opinion is, that negro consumption is caused by *dirt-eating*. The eating of dirt is not the cause, but only one of the effects—a mere symptom, which may or may not attend it. As in pica, there is often a depraved appetite for substances not nutritious, as earth, chalk, lime, etc.; but oftener, as in malacia, a depraved appetite for nutritious substances to a greater degree, than for non-nutritious. In negro consumption the patients are generally hearty eaters of all kinds of food; but there are exceptions.

The disease may be detected, at a very early stage of its existence, by the pale, whitish color of the mucous membrane lining the gums and the inside of the mouth, lips and cheeks; so white are the mucous surfaces, that some overseers call it the paper-gum disease. It can be detected, however, in its incipient state, by making the patient ascend a flight of stairs; the pulse will be accelerated from eighty or ninety beats, to an hundred and thirty or forty. All kinds of active exercise will greatly accelerate the pulse, that of walking up hill or up stairs more than any other. The skin is ashy, pale and dry; the veins of the head are distended and show more than in health; occasionally during the day, there is some heat of the skin and febrile excitement; the blood is poor, pale and thin, in the advanced stages, containing very few red globules; but the pathognomonic symptoms of the complaint are the acceleration of the pulse on exercise and the whiteness of the lining membrane of the cheeks, lips and gums; the lining membrane of the eye-lids is also pale and whitish. It is of importance to know the pathognomonic signs in its early stages, not only in regard to its treatment, but to detect impositions, as negroes afflicted with the complaint are often for sale; the acceleration of the pulse on exercise incapacitates them for labor, as they quickly give out and have to leave their work. This induces their owners to sell them,



although they may not know the cause of their inability to labor. Many of the negroes brought South for sale are in the incipient stage of the disease; they are found to be inefficient laborers, and are sold in consequence thereof.

In order to be able to prevent or cure any malady, it is necessary to know its cause and its seat. The seat of negro consumption is not in the lungs, stomach, liver, or any organ of the body, but in the mind, and its cause is generally mismanagement or bad government on the part of the master, and superstition or dissatisfaction on the part of the negro. The patients themselves believe that they are poisoned; they are right, but it is not the body, but the mind that is poisoned. Negroes are very jealous and suspicious; hence, if they are slighted or imposed on in any way, or over-tasked, or do not get what they call their rights, they are apt to fall into a morbid state of mind, with sulkiness and dissatisfaction very plainly depicted in their countenances. It is bad government to let them remain in this sulky, dissatisfied mood, without inquiring into its causes and removing them; otherwise, its long continuance leads to the disease under consideration. They fancy, that their fellow-servants are against them, that their master or overseer cares nothing for them or is prejudiced against them, and that some enemy on the plantation or in the neighborhood has tricked them, that is, laid poison for them to walk over, or given it to them in their food or drinks. On almost every large plantation there is one or more negroes, who are ambitious of being considered in the character of conjurers—in order to gain influence and to make the others fear and obey them. The influence that these pretended conjurers exercise over their fellow servants would not be credited by persons unacquainted with the superstitious mind of the negro. Nearly all, particularly those who have passed the age of puberty, are at times kept in constant dread and terror by the conjurers. These impostors, like all other impostors, take advantage of circumstances to swell their importance and to inculcate a belief in their miraculous powers to bring good or evil upon those they like or dislike. It may be thought that the old superstition about conjuration has passed away with the old stock of native Africans; but it is too deeply radicated in the negro intellect to pass away; intelligent negroes believe in it, who are ashamed to acknowledge it. The effect of such a superstition—a firm belief that he is poisoned or conjured—upon the patient's mind, already in a morbid state and his health affected from hard usage, over-tasking or exposure, want of wholesome food, good clothing, warm, comfortable lodging, with the distressing idea, that he is an object of hatred or dislike, but to his master and fellow servants, and has no one to befriend him, tends directly to generate that erythism of mind, which is the essential cause of negro consumption. This erythism of mind, like the erythism of the gravid uterus in delicate females, often causes a depraved appetite for earth, chalk, lime and such indigestible substances. The digestive passages, in both cases, become coated with acescent mucosities or clogged with saburricious matters. Natural instinct leads such patients to absorbents to correct the state of the stomach.

In the depraved appetite caused by pregnancy, or in young women afflicted with leucorrhœa, true art improves upon instinct, or the natural medication of the patients themselves, by substituting magnesia, cathartics, bitters and tonics. But for the same morbid appetite in negro consumption, the natural medication, resorted to by the instinctive wants of the patient, is mistaken for the cause of the disease. It is not only earth or clay that the patients have an appetite for, but, like chlorotic girls, they desire vinegar, pepper, salt, and stimulants. Their skins are dry, proving want of cutaneous exhalation; very little aqueous vapor is thrown off from the lungs, owing to their inability to take exercise. Consequently, defluxions occur on the mucous coat of the digestive passages, from want of action of the skin and lungs; the mucosity, lining the intestinal canal, interrupts the absorption of chyle—the blood becomes impoverished, and the body wastes away from interstitial absorption and want of nutriment.

As far as medication is concerned, I have found a combination of tartar emetic half grain, capsicum five grains, a teaspoonful of charcoal, a tablespoonful of gum guaiacum, three times a day, a good remedy; also, rubbing the whole surface of the body over with some oily substance. But there are various other remedies, as purgatives, tonics, &c., should be assisted by removing the original cause of the dissatisfaction or trouble of mind, and by using every means to make the patient comfortable, satisfied and happy.

(To be concluded in our next.)



## DEPARTMENT OF INTERNAL IMPROVEMENTS.

## RAIL-ROAD CONVENTION IN NEW-ORLEANS.

## NEW-ORLEANS AND ATTAKAPAS RAIL-ROAD.

WE chronicled in our numbers for June and July the particulars of the very interesting Rail-Road Convention, which was held in April last, for the purpose of constructing a rail-road to Jackson, Mississippi, but which was afterwards enlarged, so as to admit the consideration, to a limited extent, of many other tributaries and contiguous routes.

We have now the delightful satisfaction of adverting to another great movement in Louisiana, and of detailing the particulars of another great convention, seeking to connect the city of New-Orleans with the interior and north-west parishes of the state, and with Texas. This convention assembled on Wednesday, the 4th of June, and included representatives from many of the richest parishes of the state, and in numbers highly respectable. We question if so much wealth was ever before brought together in the persons of a rail-road delegation. Scarcely a man whose fortune was not ample. Many were the largest landed proprietors in Louisiana. The sum totals of these properties could not have fallen short of \$10,000,000. It more likely reached \$15,000,000, a sum sufficient to build the rail-road ten times over!

But what was far more agreeable to us than anything else, was to find that the men were citizens of the state, born on her soil, identical with her in interest, clinging to her with all the pride of state love and attachment,—Creoles alike of French and American extraction, uniting heart and hand, without jealousy or rivalry, and for one great purpose. This is, indeed, an epoch over which to rejoice. Hitherto we were told that Northern enterprise had done everything for Louisiana; that without it she must relapse back into her quagmires and her swamps. Well, the tide has turned. The Creoles have come up, with energy and enthusiasm, and with one accord, to the rescue of the city and the state from the most alarming symptoms of decline. God bless you, gentlemen. There is other enterprise in the world than that which is imported, and you are proving it. Adhere to the good work. Through evil or through good report, your destiny is *here*. In the day of tribulation *you*, at least, cannot, if you would, fly.

We proceed to give the particulars of the Convention's doings:

*President*.—Maunsel White, Esq.

*Vice-Presidents*.—Judge Overton, St. Landry; Gen. Declouet, St. Martin; Gov. Mouton, Lafayette; O. Cornay, Esq., St. Mary's; J. W. Tucker, Lafourche; W. Jukinor, Terrebonne; Dr. Kirtidge, Assumption; D. F. Kenner, Ascension; Ambrose Lanfear, St. Charles; A. D. Crossman, First Municipality; L. Mathews, Second Municipality; E. Lesseps, Third Municipality; A. Boutee, Gretna; A. B. Segar, Algiers; H. E. Lawrence, City of Lafayette; Judge Woodruff, Parish of Jefferson; G. Leroy, —.

*Secretaries*.—John E. King, of St. Landry; Robert Taylor, Lafayette; Dr. Hawkins, Lafayette; John Burns, New-Orleans; Frederick L. Gates, St. Martin.

Col. White, on taking the chair, addressed the Convention as follows:

*Gentlemen*.—I return you my sincere thanks for the high honor of being called on to preside over this large and intelligent body. I shall endeavor to perform the duties imposed on me with fidelity, and all the ability I can command. The subject which assembles you together is one of great importance, not only to the city, but to the State of Louisiana and the whole Southwest. I trust, gentlemen, in view of its importance, that you have come here to act, act, act! A few months ago, I had the honor to be a member of a Convention which assembled at Memphis, for the purpose of constructing a rail-road from the valley of the Mississippi to the Pacific Ocean. That road has not yet been started, and this state and city have now an opportunity of laying the first rails of this great road, by carrying through the great enterprise, which it is the object of this Convention to further and promote. Let us then, gentlemen, co-operate in this great enterprise with ardor, enthusiasm, and determination. Let us, too, after having performed the duties for which we are convened, go home to our constituents, and urge them to action on this subject. Let us bestow our votes on no candidates for office, who are not committed in favor of this enterprise. Gentlemen, I trust your proceedings will be harmonious and satisfactory.

M. M. Cohen, on behalf of his co-delegates, submitted the following resolutions:

*Resolved*, That a Rail-Road shall be built from New-Orleans to Washington, in the parish of St. Landry.

2. That a Committee, to be called the "Permanent Committee of the Opelousas, Attakapas and New-Orleans Rail Road," be appointed by the President of this Convention, whose members shall consist of—

3. That said Committee shall be apportioned among the several parishes, represented in this Convention, on the basis adopted for voting.

4. That they shall procure surveys of the route, and estimate of costs of constructing the road; and devise the ways and means of defraying the expenses of said surveys and estimates, and of all the preliminary expenditures to be incurred in promoting the objects of the Convention.

5. That they shall take the necessary steps to procure such legislation as may be required in the premises.

6. That they shall frame a provisional act of incorporation, and apply to the police jury of each parish, and to the municipal corporations of New-Orleans, for grants proportionate to their interests in the Opelousas, Attakapas and New-Orleans Rail-Road, for the purpose of defraying the expenses contemplated by the fourth resolution.

7. That when the Company shall be incorporated and organized, said Committee shall resign their trust, and place the said surveys and estimates, with the amount of their expenditures, in the hands of the stockholders, or their proper representatives, who shall have authority to decide the precise line of the road.

Judge Moore, of St. Mary's, then took the stand, and addressed the Convention.

He said that the object of the Convention was an important one, and the time for action had arrived. The people of the South have slumbered until the North has gone far ahead of us in the making of canals and rail-roads, and other portions of the South have far out-stripped us in the great race of competition. Passing from generalities to particulars, he would state that the object contemplated by the Convention was the building of a rail-road, from a point on the Mississippi River, opposite this city, to Washington, six miles beyond Opelousas. The distance was 17½ miles; 90 of that was on a prairie country, presenting few, if any obstacles; and even in the other portion of the road the engineering difficulties were extremely slight. The whole of the route was said to be a better one than could be found for the laying of a road in any other portion of the United States, and appeared to have been especially designed by Providence for that use. The expense of making the road was put down at \$1,600,000—a large estimate in his opinion. The Judge then made a rough calculation of the travel, the business it would command in the conveyance of sugar, molasses, cattle, and other articles, from the interior of the country, and estimated that the profits of the road, after its completion, would be at least 12 per cent. over and above the expense of transportation. Judge Moore then spoke of the various plans which had been suggested for the raising of the required funds, and concluded by referring to the improvements which had taken place within the period of his recollection.

When he first ascended the Mississippi, there was not a white inhabitant living on its banks—save at New Madrid—all the way up to the mouth of the Ohio. In 1812, the first steamboat landed at the New-Orleans Levee, and he (the speaker) was one of her passengers. Then there were but a few thousand inhabitants in the whole valley of the Mississippi, where now existed a happy population of at least ten millions. Such had been the improvement which had taken place within a few years, under the sanction of our great and glorious Union—a Union which, he trusted, would be perpetual.

Judge Moore took his seat amid loud applause.

Governor Mouton, being loudly called for, was determined not to tire the patience of the Convention by a long speech.

He liked the way things had thus far been conducted. It augured well for the contemplated project. Speeches will not make rail-roads, and as to acts, we of the country are in earnest. Our people believe in the feasibility of the contemplated road; they believe that the business which would spring up, would be amply sufficient to furnish it an adequate support, and so believing, they are willing to contribute their full quota of the funds required for its construction. Full of this faith and these assurances, they say, *tax us!* Tax us, because we are sure that the result will be to our advantage. Tax us, because we are willing to hazard something where the prospect of so great a boon is held out before us. We wish to meet the city half-way in this great enterprise; we wish to contribute our share, and let her contribute her share. If she refuses, we may build a road to Berwick Bay, and the Yankees will come with their schooners and notions, and meet us there for the purposes of trade. But we are not satisfied with this; we have something of a state pride, and according to that, we wish the road to be extended to this city.—the great commercial emporium of the South.

After a few further remarks, Gov. Mouton concluded, amid loud applause.

Mr. King, of St. Landry, read the following names of the members composing the Permanent Committee, appointed by the President, in accordance with the resolution, offered by Mr. Cohen on the first day of the Convention:

First Municipality, M. O. H. Norton and J. B. Belloeq; Second Municipality, M. M. Cohen and J. W. Stanton; Third Municipality, Buckner H. Payne and Alex. Lesseppe; Algiers, R. F. Nichols and J. Bernard; Gretna, S. Benoit; Jefferson Parish, Benj. Buisson and Prof. C. Forshey; St. Charles, Ambrose Lanfear and Judge Labranche; Ascension, Duncan F. Kenner and John Thebank; Lafayette, A. Mouton and Joaquin Revillon; St. Landry, E. H. Martin and J. C. Anderson; St. Martin, Alex. Declouet and John Moore; St. Mary's, F. D. Richardson and John B. Murphy; Terrebonne, J. C. Potts and J. H. Hanna; Lafourche, Geo. S. Guion and A. Collins.

Peter Conrey, Jr., with a few pertinent remarks, introduced the following resolutions, on behalf of a meeting of the delegates from New-Orleans, Lafayette, Algiers and Gretna:

*Resolved*, That the delegates from New-Orleans, Lafayette, Algiers and Gretna, have witnessed, with great gratification, the manifestations of zeal evinced by their co-delegates, from the other parishes represented in the Convention.

*Resolved*, That the delegates from the above-named places will meet the delegates from dis-

tant parishes with heart and hand, and will cordially co-operate with them in promoting the objects of the Convention.

*Resolved*, That the delegates from New-Orleans, Lafayette, Algiers and Gretna, doubt not that the parishes of Orleans and Jefferson will fully and faithfully sustain their representatives in pledging them, as we now do, to a generous and equitable contribution towards the construction of the New-Orleans, Attakapas and Opelousas Rail-Road.

The resolutions were unanimously adopted.

J. H. Hanna, of Terrebonne, introduced the following preamble and resolution :

Whereas, the probable route of the rail-road through the parish of Terrebonne will leave Houma about seven miles south ; be it

*Resolved*, That the Permanent Committee be instructed to provide for a branch road to said town, as it would develop a section of the parish now producing five thousand hogheads of sugar, and will be the means of uniting the whole parish in support of the main road, and thereby secure the means, promptly and certainly, that said parish should contribute to its construction.

The resolution was then unanimously adopted.

There being calls for Mr. Buckner Payne, that gentleman briefly addressed the Convention. He said it was a matter of great gratification to him to witness the unanimity, and prompt and business-like manner with which they had so far prosecuted the objects of the Convention. It would convince the people of other states that Louisiana knew how to carry out a business-operation with promptness. He felt deeply grateful to the gentlemen from the country for the kindness extended to him while among them. He had often addressed them already, and he hoped they would call upon another person to speak, with whose views they were not so familiar as with his. He had already made up his mind that the New-Orleans, Attakapas and Opelousas Rail-Road would be constructed.

Mr. Lawrence, of Lafayette, here came forward, and, with a few introductory remarks, read the following, which was received with evident good feeling, and not a little amusement :

*To the People of Louisiana, the Delegates of the New-Orleans, Attakapas and Opelousas Rail-Road, and the Citizens of New-Orleans :*

I request respectfully to submit to your deliberation and mature consideration, the following resolutions :

1. I hereby propose and agree to construct a rail-road from the city of New-Orleans to the Texas boundary, running through Attakapas, Opelousas and Red River, to be finished and completed to Opelousas in three years, to the Texas line in seven years, from the 1st of July, 1852.

2. I hereby propose and agree to construct a rail-road from the city of New-Orleans to the Mississippi line, towards the town of Jackson, by such route as the people may decide upon, to be half-finished within three years from the 1st of July, 1852, and completed, and the cars running over it, in six years from said date.

3. I propose and agree to make a strong, substantial and permanent embankment or levee, on both sides of the Mississippi River, from the Mississippi line to below the lowermost plantation on said river, to be constructed according to rational and practical plans, to be furnished by the Legislature, said levees to be completed within seven years from 1st July, 1852.

And to guaranty the faithful performance of the above proposed work, I do bind myself to furnish good, solvent and responsible security for any amount that may be required.

And in consideration of the immense pecuniary advantages that must arise to the state, and to every inhabitant of the state, upon the successful carrying out of these great and useful improvements, I do require that the Legislature do cause to have passed such laws as will give the usual facilities necessary to carry out such undertakings to a successful conclusion ; and I do furthermore require that the state shall, on accepting my offers, transfer to my credit all of the swamps and other public lands, now in possession of the state of Louisiana, as a *bonus* for the carrying out of our great rail-road undertaking ; and also we require that the state shall use all proper influence to our Senators and Representatives in Congress, to endeavor to have the land bill passed, as introduced at the last session of Congress, granting and donating all the lands belonging to the United States, lying in Louisiana, to our state ; which said lands shall also be ceded, patented and transferred to me and my associates, as an additional *bonus* for the immense advantages to be derived by these great undertakings being carried into operation and successful completion. These said rail-roads shall be granted for the term and period of twenty-five years, with a privilege of renewal of twenty additional years, and the state to purchase the roads and improvements, fixtures, &c., at a fair valuation, at the expiration of the charter.

H. E. LAWRENCE.

Glendy Burke, Esq., offered a series of resolutions providing for the call of a General Rail-Road Convention at New-Orleans, on the first Monday in January next, which resolutions we have published in preceding pages of this number. He briefly urged the propriety of a large sympathy on the part of New-Orleans with the movements of her sister communities, and knew of nothing which could effect more good than a General Convention of the South and West. It would be in time to operate upon our legislature in January.

J. D. B. De Bow seconded the resolutions of Mr. Burke, in a speech upon the importance of railway communication, and alluded, with pride, to the spirit and enterprise of the present Convention.

He believed that, like Rome, New-Orleans could not be made nor saved in a day ; that we should not cut ourselves off from the sympathies of the South and the West ;

that our movements must be on a gigantic scale, to be commensurate with our duties and our dangers. We must send out our emissaries, like Mobile, Boston, and New-York, into all the interior states; that we had pledged to them aid and capital; that two or three millions were nothing; if twenty millions were necessary, we must give it. Mr. De Bow proceeded at length to illustrate and defend the resolutions.

It was nothing to build a rail-road to Opelousas or to Mississippi, if we stop there. The projections are imperfect in themselves. The Opelousas road looks westward into Texas and California, thus realizing the grand scheme of an ultimate Pacific connection. The Jackson road finds its fruition at the Ohio, and on the shores of Lake Michigan, or among the mountains of Virginia. These require the co-operation of other states. We should look even into Arkansas, and penetrate Missouri through her limits. Here is a grand programme laid out for the future labors of New-Orleans. Let her arouse like a strong man from his slumbers. There is an enthusiasm at her heart, which needs but to be excited to beat high and strong. This is no time to mince words. The danger is pressing. We are surrounded, and about to be cut off. The enemy thunders at the gate. All is not lost—no, *not lost*, if we are true to ourselves; and if it were otherwise, better, like men, to be said of us that we "foremost fighting fell," than to yield without a struggle.

Mr. Buckner H. Payne desired to make a few remarks before the adoption of the resolutions, as he had a motion to make amendatory of them. A short time ago, some gentlemen from Texas, while on their way to the North, called upon him for the purpose of making some inquiries regarding the New-Orleans and Opelousas Rail Road. The people of their section of Texas had heard of the enterprise, and it created considerable excitement among them. They requested those gentlemen to speak to him, (Mr. Payne,) and ascertain the course the people of Louisiana were likely to pursue in regard to the rail-road, and if it could not be continued to Texas, by the co-operation of the people of that state. The legislature and people of Texas were prepared to do their part, and would, no doubt, construct their end of the road. He would, therefore, move that the resolutions be amended so that a special invitation be given to the people of Texas to send delegates to the Convention, which would assemble in New-Orleans next January.

Judge Moore then offered the following resolution, which, with the resolution of Mr. Burke, were carried unanimously.

*Resolved*, That the said Committee be requested to correspond with the authorities of Texas, for the purpose of inviting that state to divert her public works so as to meet the extension of the New-Orleans, Attakapas and Opelousas Rail Road.

Dr. J. T. Hawkins, of St. Mary, offered the following, which was adopted:

*Resolved*, That the Convention do earnestly recommend the legislature of the state of Louisiana to enact such laws, at its next session, as will submit the question of taxation, for the building of rail-roads, to the people of the different parishes interested in their construction.

The thanks of the Convention were tendered to Col. Maunsel White, for the able manner in which he presided over their deliberations.

Judge Moore, in seconding the motion of thanks, paid a just and eloquent tribute to the character and public spirit of Col. White.

Mr. King, of St. Landry, offered a resolution, which was adopted, expressive of the satisfaction experienced by the country delegations, at the cordial manner in which they were received in New-Orleans. He introduced the resolution with a few happy and appropriate remarks, which were loudly applauded.

Thanks were voted to the members of the press, to the Gas Company, for the light furnished by them, and to the Second Municipality Council, for the use of the Hall.

The Convention then adjourned, to meet again in this city, on the second Monday of January next.

The Committee of five, appointed by the chair, under the resolutions of Glendy Burke, Esq., are—

Committee on Convention.	{	Glendy Burke, Esq.,	} Louisiana,
		Gov. Alex. Mouton,	
		Hon. A. D. Crossman,	
		J. D. B. De Bow,	
		Col. C. S. Tarpley,	
		Buckner H. Payne, Agent to Texas.	Mississippi.

Thus closed this interesting Convention, after a sitting of two days, characterized by the reign of decorum and order, and the utmost gentlemanly propriety. Long may its influence be felt upon Louisiana. We shall have occasion frequently to refer hereafter to the progress of the movement, and will present all the statistics and facts that we can gather.

## GALLERY OF INDUSTRY AND ENTERPRISE.

GLENDEY BURKE, OF NEW-ORLEANS, MERCHANT.

WITH A PORTRAIT.

No. 8.\*

Is the progress of our sketches of citizens, distinguished throughout the South for their practical enterprise and public spirit, we had designed presenting together in this number the names of JAMES ROBB and GLENDEY BURKE, more particularly for the active and important part they have taken in promotion of the enlarged system of internal improvements, upon which our city is now about to embark, and which was so ably and satisfactorily enunciated at the late New-Orleans and Jackson, and Opelousas Rail-Road Conventions.

Circumstances will, however, compel us to forego this immediate connection, and take up Mr. Robb later in the series, together with other leading merchants of the city, of whom it is our intention to present brief biographies and portraits. Entirely separated from personal or party preferences or considerations, we have but the single purpose to effect in this series—*A public recognition of services in behalf of the enterprise and industry of the country, with the view of stimulating those services, and presenting a high and proper incentive to the rising generation.*

Glendey Burke presents another instance of the power of industry and energy in triumphing over all the obstacles induced by poverty, and in carving out high and distinguished results from humble beginnings. He was born in Baltimore at the close of 1805, and remained in that city until the completion of his education. At this period

so vitally interesting in the career of youth it was discovered that, like another South Sea Bubble, the grand mining schemes in Mexico, which had allured so many, and which were regarded among the most promising speculations of the day, were on the eve of exploding, and of carrying with them many private fortunes. Among the unfortunate individuals, when the crisis came at last, was the father of Mr. Burke.

Thus thrown, at an early period, entirely upon his own resources, Mr. B. was not long in deciding upon the course to be pursued. He must become the architect of his own fortunes, and the world was a theatre wide enough for this. At what point should the struggle begin? The first resolution was for Mexico, but subsequent reflection decided his course to New-Orleans, then an El Dorado of adventure; and he accordingly landed on our Levee in the autumn of 1826, almost entirely without friends, and penniless.

By a fortunate turn of affairs, Mr. Burke obtained a situation soon after in the flourishing house of A. Fisk & Co., at a moderate salary. With the firm purpose of grappling with fortune, or, if possible, of bending her to his will, he entered upon the duties of this post, and by constant assiduous and exhaustless labors, by day and by night, worked his way upwards in the house until, at the expiration of four years, his salary had reached the very large figure of \$5,000 per annum! In the fifth year he was ad-

\* The other numbers of the series are Charles T. James; Daniel Pratt, of Alabama; William Gregg and Henry W. Connor, of South Carolina; John G. Winter, of Georgia; Charles LeBaron, of Mobile; Hamilton Smith, of Kentucky. We shall follow with Edwin Ruffin, of Virginia; James Robb, of New-Orleans; Abanalom Fowler, of Arkansas; V. K. Stevenson, of Tennessee; and Col. Tarpley, of Mississippi, who has the merit of being the *earliest advocate of our proposed New-Orleans and Jackson Rail-Road*; Gen. James Jones, S. C.; Gov. A. B. Roman, Agriculturist, Louisiana; Mr. Brinkley, of Memphis, etc. The order will not be observed, as we are at the disposition of the engraver. We shall be thankful for suggestions in regard to leading practical citizens, throughout all the Southern and Western States.



mitted as a partner, and finally, upon the retirement of the elder partners, became the head of the house, a position he has continued to occupy until the present time.\*

Mr. Burke was elected to the presidency of the Union Bank of Louisiana, in 1836, and, subsequently, to the Council of the 2d Municipality and to the Legislature of the state. In the Legislature he was placed at the head of the important Committee on Finance, which has in charge the whole subject of the revenues of the state. Here he carried out several important measures. He introduced and carried through bills to establish work-houses in New-Orleans and to suppress vagrancy, and, at the solicitation of Gov. Roman, became one of the administrators of the Charity Hospital, when that very useful institution was in great destitution, and the State Treasury unable, adequately, to relieve it. As administrator, he occupied himself actively, for several years, in maintaining its usefulness, and did not retire until it was placed in a condition of comparative independence, by the revenues arising from the operation of the passenger law, adopted for its benefit by the legislature.

The prominent measure of Mr. Burke's legislative career, however, and the one which should ever enshrine his memory in the hearts of the people of New-Orleans, as a public benefactor, was the origination of the admirable system of *Common Schools*, now so happily operating in our midst, and distinguishing us from every other Southern community.

The public school system of the state was then a chaotic and costly machinery, entirely barren of results that were likely to advance the rising generation. Within every parish in the state the law required the establishment of public schools, and appropriations from the public treasury were annually made for their support; but it was rare to find in any parish a school of more

than ten pupils, and in some there were none at all. In the Parish of Orleans, where \$10,000 per annum were appropriated and expended, it was difficult to find a person who even knew of the existence of a place called a school, in Conde-street, or had heard that at some other obscure points in the upper faubourg, there was an occasional collection of half-a-dozen or more of pupils. This matter attracted at once the attention of Mr. Burke, in the Council and in the Legislature, and with the experience of the Common Schools in Baltimore, (with which he had been familiar in that city,) to guide him, he introduced and carried through the law organizing the system, as it now stands, and as it has conferred such inestimable benefits upon our city. Already 5,000 scholars are receiving the daily benefits of one of the most perfect systems of public schools in America.

Mr. Burke has been, at different times, a director in several of our banks, and in 1841 was elected president of the Canal Bank of New-Orleans. The financial condition of this institution was then deplorable, and its immediate dissolution was looked upon as beyond contingency. Without yielding for a moment to the pressing discouragements, all the energies of his mind were at once directed to the restoration of the credit and usefulness of the bank. By virtue of these exertions and the employment of his private means, the charter was saved from forfeiture, at the general resumption of payments by all the banks, in 1841. In his administration of eight years the stock of the bank appreciated in value from \$10 to \$80, and at this date sells at par (\$100).†

Having retired from the presidency of the Canal Bank in 1849, Mr. Burke has devoted himself entirely to the business of his house, which has now, as it ever has had, extensive commercial relations with the planters of Louisiana and the neighboring states.

\* Amid the universal financial crisis of 1837, Mr. Burke's house, with almost every other, was forced into a suspension of payments, with outstanding liabilities to the amount of three millions three hundred thousand dollars, every cent of which, with interest included, has subsequently been paid by him, without the intervention of the Bankrupt Law, once such an universal panacea.

† Without entering into any of the discussions which preceded the retirement of Mr. Burke from the bank, we will simply make an extract from Mr. Burke's pamphlet, going to show the condition of the institution in 1841, this being the only source of information upon the point that we now have at command:

"Upon taking possession of the bank, an examination showed the deposits to be extremely

## MINERALS OF LOUISIANA.

Really less is known of the geology of Louisiana than of any state in the Union. Notwithstanding the wealth of the state, we have never had a scientific exploration. A reconnaissance was once made at considerable public expense, though the public have always been kept in profound ignorance of the results. We may at least hope for more success another time.

The following extract from the diary of Dr. Claudian Peck, of Sicily Island, La., 1833-1834, is worthy of preservation, and has been kindly furnished us, by Professor Riddle, of the University:

"Minerals are rare in the flat and level part of the island. The most common one is a round jaspery stone, from three to ten inches in diameter; a little hornstone; and in one place in the bed of a drain, is a bed of hard pan, (or gravel with an iron cement,) the soil in the adjoining field being mixed with gravel; in this neighborhood, and on the pine hills, there is a great variety of different colored pebbles, (jasper, &c.) mixed in the clay and sand soil. On those hills there is sandstone rock in abundance, (it forms their basis,) and fine specimens of nodular iron ore. On several plantations on the island, in digging wells, about thirty-five feet below the surface there has been found a great deal of mica in very fine pieces mixed with the sand. Occasionally some fine specimens of quartz are ploughed up in different places. On the tops of those pine hills there is a kind of rotten lime stone often met with, projecting out like stag's horns, as the country people express it. Z. S. K. gave me some specimens of sulphate of lime from the Ouachita River, and a crystal quartz, also a shell.

Geological remarks on digging a well on the island: Soil 10 to 12 inches.

Yellow clay, 6 feet.

Red clay, 8 to 10 feet.

Dark clay, 8 to 10 feet.

Coarse dark sand, 3 to 4 feet.

Fair colored sand, 2 to 3 feet, with white or yellow pebbles intermixed—pure water."

## PUBLIC DEBT OF TEXAS.

We have received a well-written pamphlet upon the subject of Texas debt, and proposed means of liquidation. The author we do not know. Whilst one class of persons in the state advocate the full par payment of the debt, about \$13,000,000, (for which, however, the state has but \$10,000,000,) another class advocate the scaling of the debt, and payment only of so much as the state has actually received. The pamphlet before us proposes a compromise, viz., to assume the whole debt at par, upon condition that the creditors invest the amount in promotion of the internal improvement and other industrial operations of Texas. If this were a voluntary agreement upon their part, induced by no coercive measures, we would think it presented a very practicable mode of settling the whole question. There are many interesting passages in the pamphlet which we have marked for future insertion.

## UNIVERSITY OF LOUISIANA.—ACADEMICAL DEPARTMENT, NEW-ORLEANS.

We were really very much gratified in attending the late public examination in this institution, and believe, that for thorough scholarship, no other in the South-west can-

small, with eighteen hundred dollars in the vaults, to meet a circulation of about \$60,000, as appeared from the books.

"Scarcely had the new Board organized, before a clamorous crowd of hungry note-holders were besieging the doors, demanding specie. After a protracted session, the then President felt himself justified in declaring that there was nothing to be done, except to 'let the rotten institution go.' Everything was dismay and confusion. The hour for opening the bank had passed; there was no helping hand, and the first unpaid five dollar note would, under the law, bring with it a forfeiture of the charter.

"The then president, seeing no hope of assistance, and justified by the concurrence of a majority of the Board, proposed to resign his post. Believing fully in the eventual solvency of the bank, I volunteered to interpose my personal means and exertions between the bank and ruin. My offers were accepted. Withdrawing from other banks a sum necessary for the purpose, which was standing to the credit of my house, I returned with the notes to the bank, of which I had so recently become a director, not having time to obtain the specie; exchanged these notes for those presented at the counter, until the run was stopped, every one satisfied, and order restored. The interests of the stockholders, and the gratification of a natural feeling of pride for the character of the institution with which I was connected, formed the sole inducement, as they did the only compensation, for the responsibility I thus incurred."

excel it. If our people would only have faith as large as a mustard-seed in their own schools and colleges, we should soon have the best in the world. But, perhaps, this is "ultraism," "secessionism," "southernism," or something else, that is very odious and very unpopular; therefore, we will say no more, except to recommend the Academy and its instructors.

Dr. Radcliffe, the Professor of Latin, is a graduate of Trinity College, Dublin, and a teacher of long experience. Mr. Duncan, Professor of Greek and Latin, is a scholar of elegant attainments, not only in the ancient classics, but in general philology. His skill as a teacher was abundantly evinced during the late examination, in the display made by his classes. The whole city, we believe, is cognizant of the abilities of Mr. Roux, as a teacher of French; and his high reputation was amply sustained in the thorough examination of his classes. Mr. C. W. Sears, the Principal of the Academy, and Professor of Mathematics, is a graduate of the Military Academy at West Point, and was, as we learn, for some time connected with the corps of Topographical Engineers, U. S. Army.

#### EXCURSION TO RED RIVER.

Being a little relieved from the pressure of business on the approach of summer, and having long entertained a desire to visit that portion of north-west Louisiana which is drained by the waters of Red River, and of which the denizens of New-Orleans have in general but little knowledge, we left the city in the comfortable packet Rockaway, Captain Davis, about the middle of June.

On the morning of the fourth day, we were safely landed at Shreveport, which is distant about 700 miles from New-Orleans. This town, which has now a population of over 2,000, and receives nearly 40,000 bales of cotton, has grown up within a few years, almost without observation from abroad, stimulated by the rapid settlement of the adjacent parishes of Louisiana and of Texas. In the busy season the streets exhibit a degree of life and activity, which is seldom surpassed by any interior town. At least 5,000 wagons, drawn by 40,000 oxen, will arrive and depart with freights. The amounts expended by this wagon and in-

terior trade at Shreveport, will at least equal half the value of the cotton received; to wit, about \$1,000,000. Add to this the results of the commission, and forwarding business, &c., and the profits on cotton, and a very handsome sum total is attained for such a population.

The constant tide of emigration which has been setting for the last year or two into Texas, has also been felt at Shreveport in the amounts, however small, expended by the emigrants arriving by steamers, or coming over land from the Mississippi, and crossing Red River immediately above the town. No record has been preserved of this emigration, though it cannot be doubted that many thousand persons have passed.\*

Shreveport receives its name from Capt. Shreve, who was employed by the government in removing the Red River raft, and who, in company with several other gentlemen, were the first proprietors and founders of the town, about the year 1834, or 1835.

#### \* EMIGRATION INTO TEXAS.

MR. J. D. B. DE BOW:

DEAR SIR—At your request, I herewith furnish you a statement, showing the amount of emigration passing this place, according to a memorandum kept by me, embracing a period from the 15th October to 1st Dec., 1850.

343 families, making 3915 souls, of which number 1556 were negroes.

Emigration still continued from the same sources till about the 1st of February, during which time I kept no memorandum, but the amount is fully equal to that having passed during the fore part of the season.

This is exclusive of the emigration that arrived here by water during the winter and spring, which I have estimated at 10,000; making in all 18,000, having passed this place.

I have taken some pains to ascertain, as near as practicable, the amount of emigration crossing Red River at other points above and below this place; and, from the most reliable information I have been able to obtain, I think it will not vary very far from the following—

Say at Alexandria, 2,000; at Grand Ecore, 8,000, (and arriving at Grand Ecore by water,) 4,000; at a ferry near the mouth of Sulphur Fork, 1,000; at Fulton, 8,000; at Laneyport, 2,000; at the mouth of Kiamichi, 6,000; and at other points above, 8,000; making a total of nearly 60,000 having gone to Texas by the way of Red River in one year.

This immense amount of emigration has nearly all settled east of Trinity River, the trade of which naturally and necessarily points to Red River.

Yours, very respectfully,

A. LEONARD.

SHREVEPORT, June 21, 1851.

From other inquiries, we learn that it would be safe to estimate one half the amount as slaves. At the more northern crossings the whites predominate.—ED.

Disease and death did sad work among the first settlers, until the place was considered the grave-yard of the South. Its progress was, consequently, slow and interrupted. Latterly, however, the health of the place has greatly improved, and now compares favorably with any other position on the river.

Like all new places, Shreveport can hardly be said to have a fixed and permanent population, and an established society. The amount of capital is also small, and far below the necessities of the place. This capital has been the creations of its own industry, very little having been brought here. Most of the settlers were unfortunate in other places, and begun life anew. This state of things, though favorable in some respects, is very unfavorable in others. Capital is greatly needed.

There are two business streets in the town; the one along the Levee, containing many large warehouses, is employed in the grocery and cotton business; the other, following the direction of the Texas road, is very neatly built up in stores for the retail dry goods, and other country business. There are several hotels. The one kept by Mr. Hearn, we found pleasantly located, and admirably provided for the accommodation of travelers. The "Palmetto House" opposite, receives also a very large and liberal support, which it deserves. There are many handsome private residences scattered over a wide area. The court-house is a disgrace to the place. The Episcopalians worship in it on the Sabbath. The Presbyterians are building a fine Church. The Methodists and Baptists have already built. There is a handsome school-house under charge of a very intelligent gentleman and scholar, G. Wyche Rives, Esq. A new jail has been constructed. There is but one newspaper, the "Caddo Gazette," edited by Battle & Mitchell; though not decided in politics, it has the merit of being wholly and entirely *Southern*, which is the highest and best of all politics.

Shreveport is the point of shipment of an immense amount of Texas cattle for the markets of New-Orleans. There are five or six packets regularly engaged in the trade of the town for about eight months of the year, when the river is navigable

through. About fifty miles above is the location of the great "raft," which constitutes the limits of navigation for large boats. This raft causes the water of Red River to spread very widely over the country, and gives rise to many broad and deep lakes, navigable by boats from Shreveport. The removal of the raft would have a tendency to drain these reservoirs. Navigation may, however, be carried around it, in small boats, for many hundred miles. The great "Red River Raft," of which everybody has heard so much, is caused by the obstruction, in the narrow parts of the river, of trees floating down for hundreds of miles, and becoming embedded and matted together by their roots and branches, until a solid way is formed, which is altogether impassable. A mile or more will be formed in this way annually. At one period the raft extended down as low as Natchitoches, and, perhaps, at Alexandria, which is only 100 miles from the mouth. Its first formation is thought by some to date from the period when Red River left its ancient channel of the Atchafalaya, and was broken in upon by the Mississippi, whose back water caused the first obstructions.

The raft was cut up and destroyed, at an expense of \$300,000, by the federal government, in 1834-5; but no pains being taken to keep it cleared, on the first high waters it rapidly filled again. Several attempts have been made since, and large sums expended, but nothing whatever gained. Congress is annually solicited for another appropriation of \$100,000. It would seem to us better for the states of Louisiana, Texas and Arkansas to undertake the work. Perhaps a company could be organized for the purpose, with the right of toll. Though if Congress *must* indulge in internal improvements, this is a fair and worthy field, considering the extraordinary extent and fertility of the country to be brought into cultivation.

G. W. Bayley, Esq., Assistant Engineer of the State of Louisiana, in a late number of our Review, proposes what he conceives a better mode of improving Red River navigation than the removal of the raft, which he thinks only tends to obstruct the navigation below by snags and willows, and over-

flow the country there for thirty or forty miles—the raft immediately forming again. He thinks that the channel through Dooley's Bayou, which is four miles above the present raft, now enlarging rapidly, may be deepened and increased, so as to change the channel of the river entirely. This bayou already admits the passage of large boats. The work would be heavy, but a strong current would assist, having a descent of nearly a foot a mile. This "cut off" would reclaim the valley to the East, relieve Bossier Parish, and preserve the river below free of snags. The space between the present raft and Dooley's Bayou would receive the floating timbers for several years, and afterwards these gathering elements of "rafts" could be diverted without very great labor or trouble into the various contiguous lakes. "It is sufficient to say that all the raft that ever will come down can be disposed of so as to prevent injury to the route recommended." The next step would be to lessen the quantity of drift from above. This could be accomplished by clearing the trees on the banks for a distance of four or five hundred miles, and deadening the timber still further back for the same distance. This deadened timber would have rotted before the banks of the river could have encroached upon them. Mr. Bailey also recommends that the river be cleared from snags, and all timber beneath its banks, from the raft to the Mississippi, and that a canal or channel, fifty feet wide, be cut through the falls at Alexandria. Two hundred thousand dollars will be sufficient, he says, for all of these works; but less than half the sum, judiciously used, will give a good navigation to the upper Red River.

The people of Shreveport are justly anxious about the future of their town. Within the last year a thriving rival in Texas has sprung up, which has taken several thousand bales of its cotton, and much of its trade. It is likely that the opening of the raft would cause several such competitors to spring up, though the increased trade would greatly compensate. The Texas trade, which is now such a source of wealth, is very uncertain. The opening of the Sabine or the Trinity rivers would divert to Galveston the most of it. Against such a competition cotton cannot be brought to Shreve-

port at from \$5 to \$10 a bale, to be carried to New-Orleans at an expense of \$1 to \$3 more, to say nothing of the loss of time. A plank road towards the Trinity would, no doubt, for a while greatly promote the interests of Shreveport; but it is quite unlikely that even this could compete with the rivers. Or, supposing it possible that these rivers cannot be made susceptible of free navigation, considering the resources and energy of Texas, and the northern capital she can control, it is not probable she will be long without rail-roads into the interior from her sea ports, and where then will be the plank road competition and its large investment? The more we look into the matter, the more we are satisfied that a *rail-road into Texas* is the only permanent salvation of Shreveport, and this her citizens will soon realize, though at present she can look little farther than her oxen and her wagons. The same principle would prefer flat-boats to steamboats, or hand loom weaving to machinery! But Shreveport need not think the other parts of Louisiana—New-Orleans and Texas, will share in this passion for ox teams and tinkling wagon bells. We begin to prefer the snort of the locomotive, and it is quite likely that we can go into Texas at some more southern point, with equal, if not greater, advantage, and that we will go in that way from Opelousas, or some point upon Red River, if she prefer to rest upon her *plank road*. The people and the Legislature of Texas will co-operate in this movement, since it is the only mode in which they can be connected with the great public works of the United States, which centralize upon the capital of the Republic.

Our stay at Shreveport was necessarily short, but we formed many agreeable and pleasant acquaintances, and had the pleasure of taking part at a public meeting, which was the first ever held here for the promotion of a rail-road into Texas. We give the proceedings of this meeting, and shall, in our next number, continue our description of the Red River country, and the Attakapas, which we proceed to visit.

#### RAIL-ROAD MEETING.

At a meeting of the citizens of Shreveport, held at the court-house, Dr. W. W. George was called to the chair, and R. P. Trabue appointed secretary. The chair explained that



the object of the meeting was the preliminary organization of a movement for the construction of a rail-road to the waters of the Trinity in Texas. He introduced J. D. B. De Bow, of New-Orleans, who spoke at length in favor of the rail-road, and urged the necessity of immediate action. He was followed by J. M. Landrum, Esq., who eloquently pressed views of a similar character.

A series of resolutions were offered by H. G. Battle, Esq., and adopted, pledging the sympathies and exertions of the people of Shreveport and Caddo parish in aid of the work, and appointing fifty delegates to the Convention in January next at New-Orleans; and also a committee, of Col. H. Douglass, L. P. Craib, B. M. Johnson, Dr. C. G. Young, Dr. B. B. Smith, Dr. W. W. George, J. M. Landrum, and C. G. Mitchell, to correspond with the people of Texas and the New-Orleans Committee during the summer and fall, so as to prepare matter for the Convention.

#### CAIUS GRACCHUS:

A Tragedy in five acts. By Louisa S. McCord, of South Carolina.

We have been favored with a copy of this production, which is from the pen of one of Carolina's most distinguished and illustrious daughters. Mrs. McCord is the daughter of Langdon Cheves, whose name is identified with every thing that is chivalrous in honor, elevated in statesmanship, and incorruptible in patriotism—and wife of D. J. McCord, Esq., a lawyer of high character in that state. The daughter possesses many of the high characteristics of the distinguished sire. We remember her translation of M. Bastiat's work upon Free Trade and Protection, which has high rank among political economists. She has also contributed some able articles upon the rights and duties of the South. In the work before us, her pen is worthily engaged in depicting the noble patriotism of the Gracchi, and of that glorious woman, Cornelia—the mother, whose great heart knew no other thought than that of Rome, and in the language of her son,

"From the offers of a kingdom turning  
Gave heart and hand to a plebeian Roman,  
And son and brother to a Gracchus made me."

There are many fine passages in the play from which we would be pleased to extract. Thus, in the fifth act, is shown the devotion of the wife, Licinia:

"I am a coward—ay—a very hare  
For panting fearfulness, and yet methinks  
I could for Gracchus cast my life away,  
Even as a worthless straw. I heard last night,  
When he believed me sleeping, sighs burst forth  
With groans of bitter anguish, as his heart  
Would burst itself in the uttering. On his brow  
I laid my soothing hand, \* \* \*

I rose and pressed my lips to his, which burned  
With a hot fever—quivering too, they seemed,  
All tremulous, as served with agony.  
Clinging, I hoped to cool them with my breath;  
Big tear drops then came coursing from his eyes,  
Slowly as thunder drops before the storm;  
\* \* \* It was fearful thus to see  
The strong man in his agony."

Again, Gracchus being about to rush upon certain death by meeting and confronting his enemies—resists the powerful and pathetic appeals of Licinia, who, in her frenzy, draws down Cornelia to her knees, as she beseeches Gracchus to fly for safety. In this hour of agony, which none but a mother can know, the great heart of the Roman matron is still stern and true:

GRAC. Mother, have pity! Rise, remember now  
Your oft spoke lesson. Death is nothing, standing  
Close elbowed by dishonor. Kneel not to me.

COS. I do not kneel to you. Hear me, ye Gods!  
My supplications are to you for this  
My last, best hope in life; my only one!  
I pray you now to give him strength to bear  
This heavy trial; parting worse than death,  
From the heart-stricken loved ones! Go, my son,  
I have no word to stop you! If your life  
Without dishonor can be saved, remember  
You owe it to your wife and to your boy.  
Farewell!

#### PERIODICALS.

*Western Journal, St. Louis.* Tatver & Risk, June, 1851.

*Harper's Monthly Magazine,* June, 1851.

*International Magazine,* June, 1851. J. C. Morgan, New-Orleans.

*Southern Planter,* Richmond, Virginia.

*Banker's Magazine,* Boston, June, 1851.

*Blackwood's Magazine,* May, 1851.

*Rail-Road Journal,* New-York.

*Literary World,* New-York.

We have on so many occasions called attention to the sterling merits of the *Western Journal* at St. Louis, that it cannot be necessary for us to add another word. The amount of Western statistics which it embodies, is not surpassed by that of any other publication.

The subscription list of Harper's Monthly is said already to exceed 60,000, and the publishers expect to reach 100,000. We venture to say, that no work in the world has equalled this success, and none have sprung at once into such maturity of excellence. It must drive out of circulation many of the lighter

and ephemeral magazines. We cannot pass over this enormous circulation of a Northern work without the remark, that no Southern work ever exceeded one-twentieth of the amount, and most of them have not reached one-fiftieth. We have been toiling night and day for five years to attain 5,000, and are yet far from it. If only one planter in fifty throughout the South cared about sustaining a *Southern Journal*, devoted to the interests and industry of the South, we should have 10,000 subscribers, and make one of the best monthlies in the world!

The *Southern Planter*, at Richmond, is a small monthly of 30 pages, and has a very high reputation, having reached the eleventh volume. It contains the valuable contributions of Edwin Ruffin, among others.

Contents of June No., *Banker's Magazine*:

Organization of a New Bank.  
Gilbart's Treatise on Banking.  
The Bank of England,  
London Private Bankers,  
California Gold.  
Banking System of Massachusetts.  
Insurance Law.  
Banking Statistics of the different States.  
Bank items, etc.

The May number of *Blackwood* contains, "Some American Poets;" "My Novel;" "Trans-Atlantic Tourists;" "Onward Tendencies;" "Papal Aggression Bill;" "Book of the Farm;" "State Trials;" "Dinner to Lord Stanly," etc. Republished by Leonard Scott & Co., New-York. \$3 per annum.

We have often had occasion to refer to the *Rail-Road Journal* in terms of praise, and find it an indispensable aid in conducting our editorial labors. In this age of progress at the South-west, the paper should have a large circulation among us. The terms are \$5 per annum.

The *Literary World* has been published weekly for several years, at \$3 per annum. It is at once a journal of society, literature, science and art, and contains original papers on the leading topics of the day; Reports of Proceedings of learned & scientific societies; Reviews, with full extracts of American and Foreign publications; Sketches of Society; Essays; Poems; Literary Gossip. Catalogues of all new books published in the United States, or Europe. Edited by E. A. & G. L. Duyckinck, New-York.

**J. C. MORGAN'S LITERARY DEPOT,**  
Exchange Place, adjoining the Post-Office, New-Orleans. New Books received, from June 14th:

*The Conquest of Florida*; by Hernando de Soto. By Theodore Irving, M. A.

*Romance Dust from the Historic Placer*. By Wm. Sella, author of the "Berber," &c.

*A Practical Treatise on Banking*. By James Wm. Gilbart.

*King Arthur*: A Poem. By Sir E. Lytton Bulwer.

*A Commentary on Ecclesiastes*. By Moses Stewart.

*The Serpent Sybil in America*. By E. G. Squier, A. M.

*Otis' Exchange Tables*. New Edition.

*Studies of Animals*. By F. N. Otis.

*Macaulay's Miscellanies*. New and revised edition.

*The Alhambra*. By Washington Irving.

**Novels.**

*Nell Gwynn*: or, The Court of the Stuarts.

*Wing and Wing*. By Cooper. Fine Library Edition.

*The Two Admirals*. By Cooper. Fine Library Edition.

*Second Love*: or, The World's Opinion. By Martha Martell.

*The Heir of West Wayland*. By Mary Howitt.

*Consuelo*. By George Sand. Fresh supply.

*Rope Joan*. By Reynolds. Fresh supply.

*The Girlhood of Shakespeare's Heroines*. Parts three and four—Helena and Desdemona.

**Magazines.**

*Appleton's Mechanics' Magazine*.

*Edinburgh Review*.

*London Quarterly Review*.

*Graham's Magazine*.

*London Lancet*.

No. 30, *Dictionary of Mechanics and Engineering*, etc.

**THE MEXICAN WAR.**

The War between the United States and Mexico, illustrated; embracing Pictorial Drawings of all the principal conflicts. By Carl Nebel, author of "A Pictorial and Archaeological Voyage in Mexico;" with a description of each battle. By Geo. Wilkins Kendall, author of the "Texan Santa Fe Expedition."

A few copies of this rich and magnificently got up work have been received, and may be found at the office of the Picayune, and at the principal book-stores. Price, in elegant portfolio, \$33; half bound, \$40. To those who wish to purchase for framing, the text and plates will be sold for \$34.

## VIRGINIA BOOKS.

J. W. RANDOLPH, Richmond, Virginia, offers for sale, in any quantity, the following:

*Judge H. St. G. Tucker's Commentaries on the Laws of Virginia.*

*Thomas Jefferson's Memoirs, Correspondence, and Miscellaneous Papers.* Boards.

*Proceedings and Debates of the Virginia Convention.*

*A Guide to Commissioners in Chancery.*

*Thomas Jefferson's Reports of Cases determined in the General Court of Virginia.*

*The Virginia Reports of 1799, touching the Alien and Sedition Laws.*

*Professor Dew's Lectures on the Restrictive System.*

*Judge H. St. G. Tucker's Lectures on Constitutional Law.*

*A Second Edition of an Essay on Slavery.* By Thomas R. Dew.

*Manford's Reports of Cases Determined in the Court of Appeals of Virginia.*

*Randolph's Reports of Cases Determined in the Court of Appeals of Virginia.*

*Cases Decided in the General Court of Virginia.*

*Hall's Digested Index to the Virginia Reports.*

*Branch & Henning's Collection of Maxims.*

*Construction Construed, and Constitutions Vindicated.* By John Taylor, of Caroline.

*Garden's Anecdotes of the American Revolution.*

*Edgar's American Race Turf Register.*

*Wells' Family Companion.*

*The Laws of Good Breeding.*

J. W. RANDOLPH has published a catalogue of his stock, with size, binding, and price of each book, which may be had by applying at No. 121 Main-street, Richmond.

## COOPER'S WELL.

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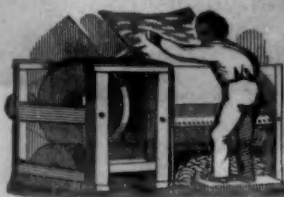
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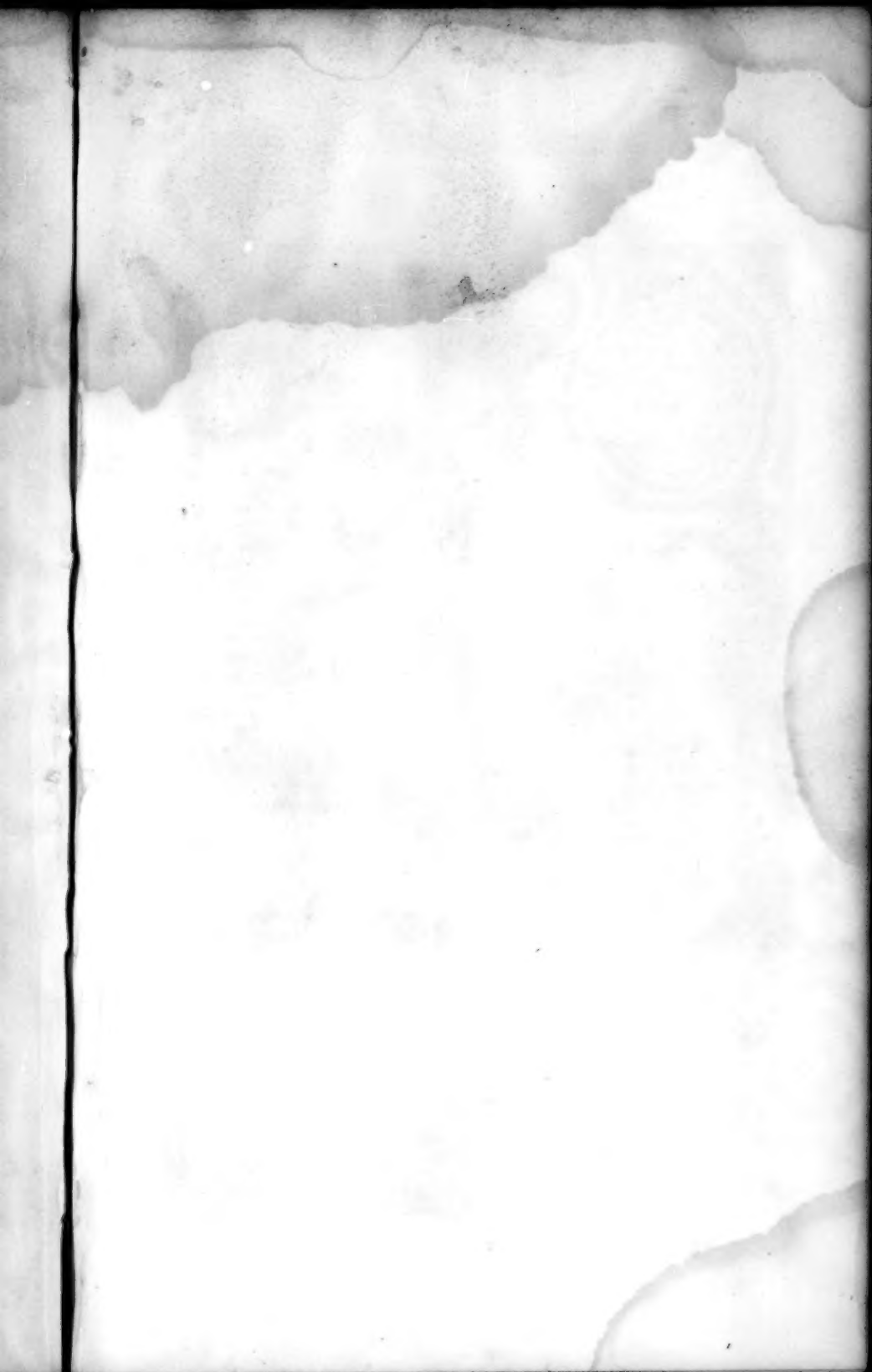
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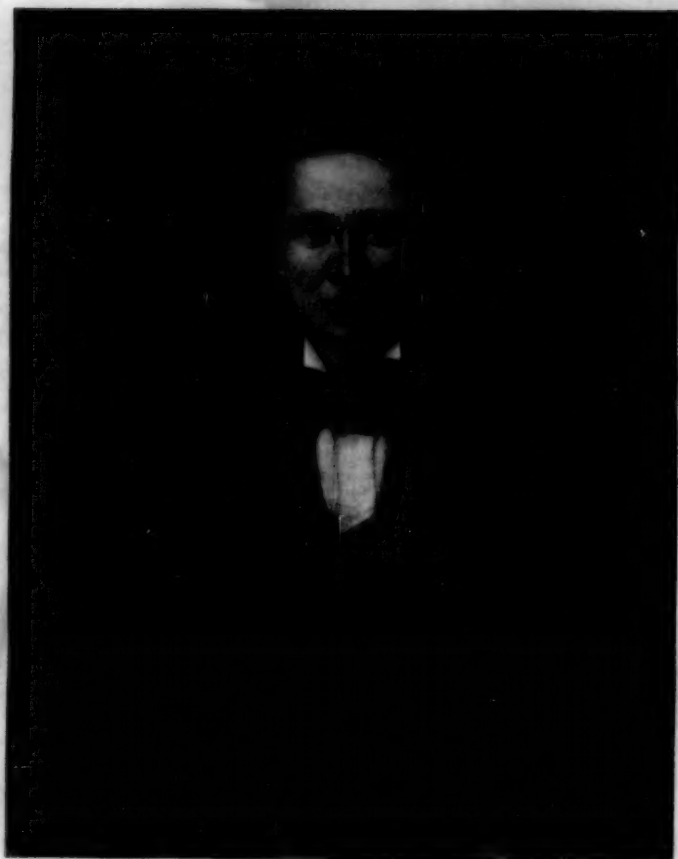
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